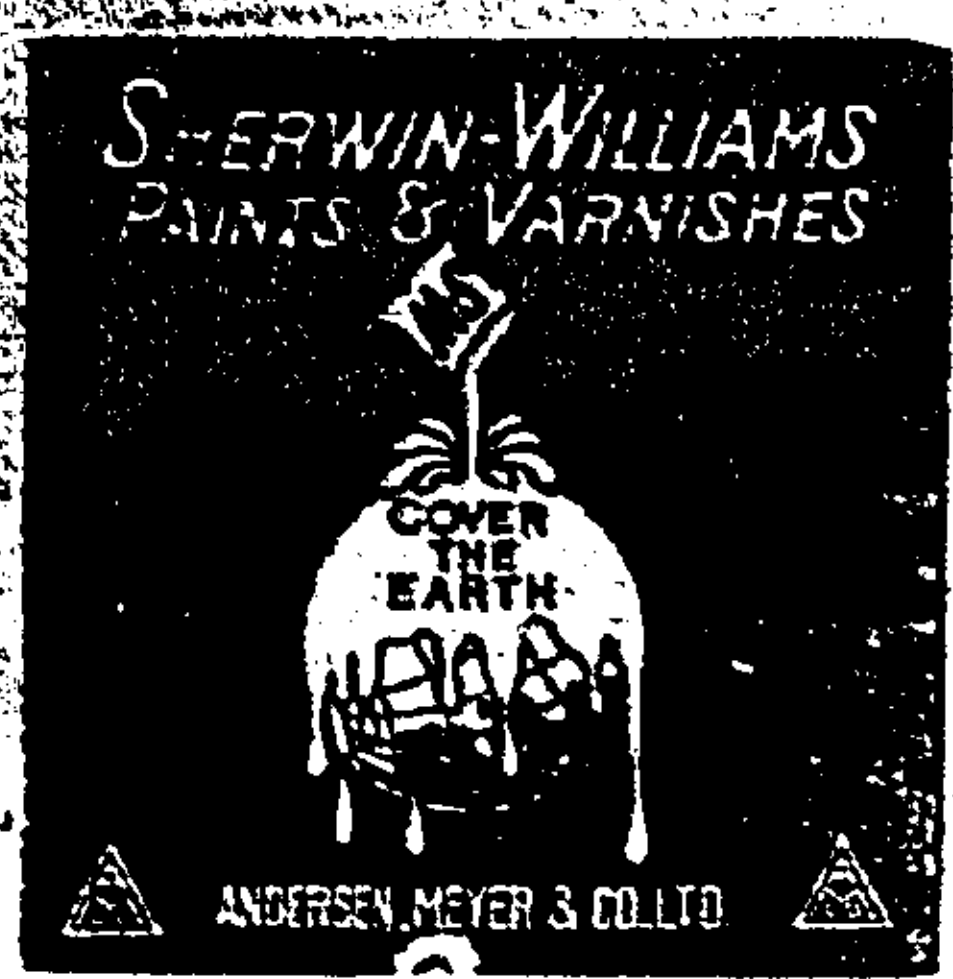




The Hongkong Telegraph.

FOUNDED 1861
No. 12,442

五拜禮

號七十月六英曆

FRIDAY, JUNE 17, 1921.

日式十月五

SINGLE COPY: 10 CTS.
500 PER ANNUM.



AUSTRALIANS' RECORD SCORE.

Hants Field an Innings of 708.

(Reuter's Service.)

London, June 16.
In glorious weather, before seven thousand people, the Australians, batting a fast, perfect wicket, scored 708 for 7, when they declared. This is the highest total any Australian side has made against any country, the previous best being 643 against Sussex in 1882.

Taylor made 143 by excellent cricket. He was, however, missed when three. Ryder and Hendry scored 76 and 53 respectively. Hampshire replied with 280 for 6, Fry scoring 59 by classical cricket, but giving only a glimpse of his former greatness. Mead has registered 113 not out by spirited play.

[Although the above score constitutes a record against a country, it is not the highest compiled by an Australian eleven in England, as the 1893 team made a larger total against a combined Universities eleven.]

County Cricket.

Kent beat Worcester by 282 runs.

THE COAL CRISIS.

Big Adverse Majority.

London, June 16.
The figures of the miners' ballot so far show a surprisingly large majority against acceptance of the owners' proposals, but indicate numerous abstentions. In some districts only a third voted. A number of miners in the Midlands resumed to-day without awaiting the ballot.

Two-Thirds Rule May Save the Situation.

While the miners' ballot so far shows an overwhelming majority against acceptance of the terms, the issue is doubtful, owing to the two-thirds majority rule. There is also a question whether the stoppage may not be terminated by failure to obtain a two-thirds majority of the whole membership, or of the actual voters, for a continuance of the struggle.

A Consolatory Side.

London, June 16.
Messages from Birmingham, Manchester, Cardiff, Glasgow and other industrial centres indicate a tendency to a revival of trade, as the check on production due to the coal stoppage has resulted in the disposal of stocks, thus facilitating a reduction in price. There is a corresponding exhaustion of stocks in many foreign markets, notably in textiles for China, whence large orders are now expected by Lancashire, while there have been numerous enquiries at Cardiff from Italy, Spain, and South America for Welsh coal.

ARRANGEMENTS FOR THE DOMINIONS CONFERENCE.

Indian Delegate's Outspoken Utterance.

London, June 16.
Though there has not been an official announcement on the subject, the newspapers declare that it has been definitely decided that Mr. Lloyd George and the Dominions Premiers will not attend the State opening of the Ulster Parliament. With the opening of the Imperial Cabinet already postponed and the Dominions Premiers anxious to return as soon as possible, all the energies of the delegates will be absorbed in the momentous discussions next week.

Mr. Lloyd George is much stronger as the result of his rest in Wales, which he took in order to be secure against a possibility of a breakdown when presiding at the sessions, as he intends to do daily.

Mr. Meighen (the Canadian Premier) has been silent since his arrival, as he must first get into touch with the Canadian officials in London and with the British authorities; but the utterances of Mr. Hughes and Mr. Massey indicate that the Anglo-Japanese Alliance, in which Canada is most interested, will be one of the chief topics of the Conference, involving as it does the whole question of Imperial defence, Anglo-American relations, and a "White Empire" policy. Contrary wise, the Indian representatives profess indifference to the Alliance, except as it affects India's defence. This was emphasised by the Maharaja of Cochin yesterday. Mr. Astri, interviewed to-day on the latter, emphatically declared that the burning question in India was not Empire defence, nor the Anglo-Japanese Alliance, nor foreign policy, but equal rights for Indians within the Empire, on an equitable settlement of which the future of India might depend.

INDIAN STUDENTS IN JAPAN.

Question of Increased Compensatory Exchange Allowances.

London, June 16.
In the House Commons Col. Yate asked what arrangement had been made to meet the financial difficulties of Indians studying in Japan owing to the inadequacy of salaries at the present rate of exchange. Mr. Montagu replied that he was at present discussing with the War Office and the Admiralty concessions additional to those sanctioned last December.

EARL CURZON GOING TO PARIS.

Conference Regarding the East.

London, June 16.
Earl Curzon is going to Paris on the 17th inst. to confer with M. Briand in regard to affairs in the East. It is expected that the Italian representative at Paris will join in the discussion.

IDLE TONNAGE IN THE U. K.

1,165 Ships Laid up on April 30.

London, June 16.
In the House of Commons at question time Sir W. Mitchell Thompson stated that 1,165 ships of a total net tonnage of 1,797,000 were laid up in the United Kingdom on April 30.

SEIZURE OF ARMAMENTS.

Steamer Loading at American Port for Belfast.

(Reuter's Service.)

New York, June 16.
The Customs authorities have seized six hundred machine-guns and much ammunition material aboard a steamer loading at Hoboken for Belfast. The arms were wrapped in sacking and smuggled aboard at night from launches, but were discovered by an English member of the crew.

THE CROWN PRINCES' TOUR.

With the Dutch Royal Family.

The Hague, June 16.
Prince Hirohito and Prince Kanin arrived here and were received with military honours. The Japanese Anthem was played, and amid an enormous crowd, the Prince drove through the gayly decorated streets to the Palace. Prince Hirohito visited the Queen Mother, and dined with the Queen-Mother, Queen Wilhelmina, and Prince Henry. His Imperial Highness then accompanied Prince Henry to a brilliant reception and ball at the Foreign Ministry, to which five hundred of the elite had been invited.

At Amsterdam the Municipality entertained Prince Hirohito and Prince Kanin to tea at the Bourse, which was attended by a large and representative gathering. The Burgomaster, in a speech, pointed out that since September 1920 no Japanese vessel had entered Amsterdam, but hoped that the new Holland-Far East Line would lead to a revival of the former flourishing Dutch-Japanese trade.

FUTURE OF THE CROWN COLONIES.

A Credit Consortium.

London, June 16.
Presiding at a dinner of the Corona Club attended by three hundred Colonial officials, Governors and ex-Governors, Mr. Churchill dwelt on the great undeveloped resources of the Crown Colonies, and referred specially to the magnificent gift of the battleship Malaya and her part in the battle of Jutland. Mr. Churchill spoke of the great value of personal discussions wherever possible, but in the main those on the spot must decide of necessary action. The Empire could not be governed from Downing Street. The future of the Crown Colonies was bright. He hoped it would be possible to make a consortium of credits between many of the Crown Colonies to secure loans on a wider basis. Nothing would be lacking on the part of the Colonial Office to show that that Department was a fellow-servant in the same cause with those who were keeping the honour of the Empire unstained.

FISCAL DISCUSSION IN PARLIAMENT.

Resolution to Reduce Tea Duty Defeated.

London, June 16.
The House of Commons, in the course of a discussion on the Finance Bill, rejected by 174 votes to 69 an amendment to prevent the reimposition of Imperial preferential rates on certain articles, and also rejected, by 199 to 69, a Labour motion reducing the tea duty. Sir Robert Horne pointed out that the abolition of the tea duty would only mean a reduction of four points in the index figure of the cost of living, and would involve a loss of £16,000,000, which the country could not afford.

RUBBER COMPANY'S FAILURE.

Deficit of £2,374,000.

London, June 16.
The Receiver, presiding at the meeting of creditors in connection with the compulsory liquidation of the United Malaysian Rubber Company, announced that the total deficit was £2,374,000. Failure was attributed to losses on trading at Singapore early in 1920.

ANGLO-DUTCH RELATIONS.

London University Movement.

London, June 16.
The movement undertaken by the University of London to strengthen educationally the ties between Britain and Holland are sufficiently advanced to allow of the appointment of a Professor and Reader in Dutch Studies in London. The University aims at a fund of £35,000, of which £21,000 has so far been collected.

THE DAVIS CUP.

Philippines Drop Out.

New York, June 17.
The Philippines Davis Cup team has defaulted owing to inability to reach the United States by July 20. In the second round Japan plays at Minneapolis against the winner of the Belgium-Czechoslovak match.

FIRE AT FORD BOMBAY WORKS.

Damage Estimated at Ten Lakhs.

Bombay, April 16.
A fire has largely destroyed the offices and showrooms of Ford Automobiles, India, Ltd. The damage is estimated at ten lakhs. Later.
All the cars were saved.

L. O. N. MEETING AT GENEVA.

U.S. Not to Participate.

Washington, June 16.
The American Government will not participate in the Council of the League of Nations at Geneva on the 17th inst.

FRENCH DRAMATIST ELECTED AN "IMMORTAL."

Paris, June 16.
The well-known playwright, M. Dore, has been installed a member of the Academy.

EARLIER TELEGRAMS.

THE YAP SETTLEMENT.

Washington, June 16.
It is understood that the basis of the Yap settlement will be the internationalization of cable privileges there. As regards immigration, it is proposed to prevent coolie immigration and to protect Japanese property and rights in America. Shantung will be returned to China as soon as possible without referring to a European tribunal, Japan only retaining privileges common to other nations in Shantung.

JAPAN'S CROWN PRINCE.

Paris, June 11.
M. Millerand's representative and the civilian and military authorities bade farewell to the Japanese Crown Prince upon leaving for Belgium. The Prince was welcomed at Brussels by the King and Belgian Prince. Later a State dinner took place in the Royal Palace in honour of the Japanese Prince.—Val.

FRENCH ART IN THE RHINELAND.

Paris, June 11.
A French art exhibition under the auspices of the Government opens to-day at Wiesbaden, in the Rhineland.—Val.

JOFFRE COMING EAST.

Paris, June 16.
A French military mission is starting shortly for Japan under Marshal Joffre. It will visit Indo-China and China en route.

TEST MATCH.

London, June 16.
In the Test Match, on June 11th, England made 187 runs in the first innings. [England's score in the first innings was omitted by Reuter in the message of the 11th.]

TO-DAY'S CHINESE TELEGRAMS.

Peking, June 17.
A Cabinet Meeting has decided to allow Wong Jim-yuen to retain his post as Tschun of Shensi but has ordered him to disband the whole of the regiment he formerly maintained.

More than half of the arrears have now been paid to the educational authorities and the trouble is gradually subsiding. A report from Fungtien states that Chan Jock-in has made a proposal to the Russian and Japanese representatives for a joint meeting to decide the various boundaries so as to avoid any future conflict.

Shanghai, June 17.
It is said that the whole of the Tschuns along the Yangtze valley are secretly conspiring to follow the Chekiang Tschun's lead and declare their "independence."

The shareholders in the China Merchants Steam Navigation Company have elected Shu Shao-tsung to settle the differences which arose in connection with the election of directors at the recent meeting.

CANTON NEWS.

Fighting has broken out, according to reports reaching Canton. It is stated that a serious skirmish took place between the opposing forces in the Whamdam district, both sides suffering heavy losses. Reinforcements have been dispatched from Shikung and fighting on a general scale is believed to be unavoidable.

A Chinese missionary of the Protestant Church, Mr. Tsanzing, reported that the church has been cleared of almost everything by a gang of robbers who entered the place on the night of the 6th. June.

In reply to the protest made by the River Shipping Guild against the commandeering of rowing launches, Headquarters has declared that the present circumstances demand the officials to take such action. Shipping merchants should submit to these measures in order to assist the national cause and should not try to sneak out the their obligations by either one pretext or another. The authorities have, however, promised to look into any cases of secret commandeering or squeeze.

A proposal has been made by a Hongkong merchant to take over the stamp duty monopoly of the province. In view of the better revenue that could thus be secured the Treasury has been ordered to make a report on the matter.

It is stated that the Chinese on the Shamshen have become uneasy on learning of a rumour that Mr. Richardson (3), the newly-appointed Chief of the Municipality, intends to enforce the regulations prohibiting Chinese from walking about at night without a lantern and forbidding them to smoke near the Shamshen after dark.

DAY BY DAY.

Our picture page to-morrow will contain ten photographs, specially taken for The Telegraph, of scenes at the recent Shanghai Olympiad.

At West Point yesterday a Chinese was arrested for being in unlawful possession of 12 ten-cent and six twenty-cent counterfeited coins. Inspector Appleton said he saw the defendant opening a parcel and extracting three 20-cent pieces from it. His motions were suspicious and on examining the contents he found the coins to be counterfeit. The defendant said he picked up the parcel on the road, and was just examining the contents when the Police officer came up. He promptly offered the parcel to the Police officer. The Magistrate remanded the case to enable the defendant to produce a witness to speak his good character.

Before long the barber shops in Canton will have to cater to patrons of a fairer sex as the women folk, deploring the trouble of doing up their hair, every morning are now cutting it short like the men are doing. It is now considered stylish among ladies to have their hair shortly trimmed and girl students are also adopting the new style of hair "dressing." Not only is it popular in Canton but even in small district towns women are found with short hair. The vernacular press states that some of the ladies in Tung Koon, all of whom are of rich and socially prominent families, have cut their hair short and are urging others to do the same.—Canton Times.

BRITAIN'S FISH MAST.
Fish supplies at Billingsgate last year amounted to £12,210,000, an increase of over 20 per cent on the previous year of £10,000,000.

DR. AND CHAIR COOLIES.

Tired Men Who Wanted to Rest.

Before Mr. R. E. Lindsell this morning Dr. R. G. Beauchamp prosecuted two chair coolies with demanding more than the legal fare and with refusing to complete the journey.

He said that he took the chair yesterday from the Peak tramway station to go up to S. Eyrie. Just near Mountain Lodge the coolies put down the chair, and they refused to go on. They said they were tired. He gave them twenty cents as the fare but they refused to take it.

The Magistrate:—Did you give them any breathing space? Did they show no signs of going on?—I do not think they stopped for breathing space. They refused to go.

The Magistrate:—Have you ever been there by chair before?—I have walked up, but have not been up in a chair before.

So you told them straightaway to go on?—Yes.

And did they say to you in English "No can?"—I cannot remember. I took it that they would not go on further. So I got out and gave them 21 cents, but they refused to take it. The boy from Mountain Lodge came up and spoke to the coolies, but they followed me to S. Eyrie, and there I asked Mr. Irving what the legal fare was and he said twenty cents.

The Magistrate: It is a common thing for the coolies to put their chairs down to rest. They frequently rest in that corner. You think that in this case they refused to go on?—In view of what your Worship states, I think they wanted to rest.

They might have gone on if you had given them time?—Yes. One of the coolies said that he was so tired that he did not know that the complainant had offered him twenty cents.

The charge of not completing the journey was dismissed, but on the charge of demanding more than the legal fare defendant were fined \$3 each.

TRESPASSING COOLIES.

Dr. Koch Takes Action.

Three coolies were charged this morning before Mr. Orme with trespassing into the coolie quarters of Dr. Koch's house.

Dr. Koch said it was a common thing for coolies to be found in his servants' quarters. He had warned his own coolies not to allow anybody in.

The first defendant said he went to see one of Dr. Koch's coolies who was his brother. He had just arrived from the country. The other two said they were passing by when a heavy shower came on and they went in to take shelter.

The first defendant was fined \$10 and the others were fined \$5.

News in To-day's New Advertisements.

The Admiral Line advise Consignees of Cargo that the steamers "Fawlet" and "Eldridge" are now in port.—Page 4.

A Hongkong Branch of the S.P.C.A. is to be formed.—Page 4. "Shells" will pay a final dividend of 5/- per share, free of Income Tax.—Page 4.

There will be a subscription dance at the Peak Club on 25th June.—Page 4.

The programmes of the Kowloon and Coronet Theatres appear on Page 12.

Powell advertises a new consignment of "Atlas" shirts and "Cottella" pyjamas.—Page 7.

To-Day's Exchange.

The closing rate of the dollar on demand, to-day was 7s. 6 1/2d.

The Weather.

2 p.m. Barometer: 30.4. Temperature: 84. Humidity: 72.

Lighting-Up Time.

Lighting-up time today 7.15 p.m.

NOTICE.

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A DISPUTED LEASE.

Interesting Judgment in Summary Court.

His Honour Mr. Justice J. R. Wood delivered judgment in the Summary Court yesterday afternoon in a case in which the Kung Hang Wing Firm claimed the sum of \$1,000 from Tai Tung Lim—\$320 deposited with the defendant as security for the lease of premises at No. 269 Queen's Road Central, under an agreement dated February 25th, 1921, and the balance of \$780 damages suffered by the plaintiffs by reason of the breach by the defendant of the agreement.

Mr. Leo D'Almada (Messrs. D'Almada and Mason) represented the plaintiffs and Mr. M. M. Watson (Messrs. Johnston, Stokes and Master) appeared for the defendant.

His Honour in giving judgment said:

In this case the plaintiffs claim damages for a breach by the defendant of an agreement to grant the lease of certain premises. I have been asked first to decide whether the defendant is liable in damages, before considering the amount of damages claimed.

The facts are agreed.

An agreement for a lease was made between the parties. The defendant has committed a breach of this agreement. I am asked to assume that the agreement was made in good faith and also that the breach of the agreement was committed in good faith. The premises which were the subject matter of the agreement formed a portion of the estate of a deceased person who was the defendant's mother. The will of the deceased was proved and probate granted to four executors who were also trustees appointed under the will, of whom the defendant was one. This particular property which is the subject matter under consideration was bequeathed in the will to the trustees, "to hold the same upon trust to pay the income thereof to my fifth son, the said Tai Tung Lim, during his life and on the death of the said Tai Tung Lim in trust for the male issue, etc."

The final paragraph of the will contains the following further provision: "As to all the rest and residue of my estate and effects, both real and personal (if any), and wherever situate, I devise and bequeath the same unto my said trustees upon trust to sell and convert into money such part thereof as shall be of saleable or convertible nature and to get in other parts, and I direct my said trustees to hold the money to arise from such sale and conversion and getting in and any money I may die possessed of upon trust thereof to pay all the expenses incidental to the execution of the preceding trusts and all my debts and funeral and testamentary expenses and then divide the residue thereof (if any) between the said Tai Lau Shi, Fong Shun, Tai Tung Pui and Tai Tung Lim in equal shares absolutely."

The reason given by the defendant for his failure to fulfil his contract is that he was unable to obtain the concurrence of his fellow trustees in the formal lease and that without their concurrence he was unable himself to grant a valid lease. The agreement for the lease was in writing. It was signed by the defendant with his own name, without disclosure of any capacity in which he was signing. The plaintiffs had no notice and no knowledge that they were dealing with the defendant as a trustee or in any limited capacity. The lease which it was proposed to grant was to be for a period of three years.

With reference to the administration of the estate it has been agreed that the duties of the executors under the will had by the date of the agreement been completed and that on that date the persons named in the will as executors and trustees were acting as trustees only. In giving evidence the defendant himself stated that from the date of his mother's death he had himself received the rents from the tenants of the premises and that he had himself signed the rent receipts in his own name. He stated that until the date of the agreement at present under consideration, the persons who were tenants during his mother's life-time had remained tenants without any new agreement after his mother's death. He also stated that since his mother's death the tenants had made their complaints, if any, to him.

One of the defendant's fellow trustees under the will attended and informed the Court that the

trustees did in fact object to the grant of the proposed lease.

In his evidence the defendant stated that the agreement was signed by his wife and not by himself, but I have been asked by both parties to disregard this statement and to assume that the agreement was duly made by the defendant himself.

It was argued by Mr. Watson, the defendant's learned solicitor, that this breach of the agreement on the above statement of facts did not render the defendant liable in damages to the plaintiffs for the reason that the breach was due to an unforeseen defect in the defendant's own title. He cited "Rain v. Pothergill" (1874, W.R. p.251). The defendant had contracted in his capacity as a trustee expecting to obtain the necessary concurrence.

Mr. Leo D'Almada, the learned solicitor for the plaintiffs, ultimately did not contend that on this view of the agreement the plaintiffs could be held entitled to succeed, but he argued that this was not the effect of the agreement. The defendant had entered into the agreement without giving notice to the other party that he was contracting as a trustee. If in any capacity the defendant was in fact able to grant a valid lease the Court would hold that he had contracted in that capacity. Under the will in respect of this property the defendant had a double capacity. He was not only one of the four trustees but he was also a sole beneficiary for his life. As such he could exercise the powers to grant leases provided by the Settled Estates Acts. The present agreement was within those powers. The defendant must therefore be held liable in damages for his failure to carry out his agreement.

On this point Mr. Watson cited "Taylor v. Taylor," 32 W.R. 947 (also reported in L.R. 20 Eq. cases, p.297, and further in 1876, 3 Ch.D. (C.A.p.145). In that case it had been held by the Master of the Rolls that the terms of the will prevented the exercise of power under the Statute by the beneficiary for life.

The question arising for decision here is whether the testator in the present matter has included any provision in her will which is inconsistent with the exercise of statutory powers by the present defendant. In "Taylor v. Taylor" in the Court of Appeal where an appeal was made from the decision of the Master of the Rolls against the exercise of the statutory power, in dismissing the appeal James L. J. (1876, 3 Ch.D. p.147) said: "I should have required more time to consider the construction of the Acts of Parliament if I thought that the decision of the Master of the Rolls could be considered as a decision that a tenant for life who is to receive the rents and profits during her life through the hands of trustees, is not the tenant for life within the meaning of the Acts, but I take the decision of the Master of the Rolls to be based on the very peculiar provisions of this will, the mode in which the property was divided into two parts, and the mode in which the rents of one part, which were his own, are devoted to the repair of the whole, and the provisions compelling the trustees to repair and so on; and there is a strong indication of intention on the part of the testator that the management should not be taken out of the trustees by an application under the Act."

After carefully reading the will in the present case I can find nothing from which to infer a similar intention on the part of the present testator. The exercise of power under the Acts by the beneficiary for life can in no way impede the trustees in their execution of the testator's wishes. The direction contained in the final portion of the will which authorises the payment of expenses incurred in connection with the special trusts out of the proceeds of the residuary estate is not, in my opinion, parallel with the detailed and specific arrangements made by the testator in the case quoted. In my opinion the defendant, in committing this breach of agreement, has neglected to exercise a legal power which it was open to him to make use of and is therefore liable in damages to the plaintiffs.

THE BLESS'D OLIVER PLUNKETT.

A new altar in the Oliver Plunkett Memorial Church, Drogheda, on which is to be enshrined the head of the martyred Irish Primate, Blessed Oliver Plunkett, has been consecrated by Bishop McSherry.

NEW N.Y.K. LINERS.

Fast Service Between Shanghai and Japan.

The steamers hitherto employed on the Shanghai line of the N.Y.K. take about 48 hours for the distance of 150 nautical miles between Moji and Shanghai, and about 36 hours between Nagasaki and Shanghai.

In order to shorten the voyage and thereby facilitate communications between Japan and China, the N.Y.K. is having two fast steamers (5,000 tons each), built in England. The new steamers have been designed solely for the carriage of passengers, and will be completely equipped and thoroughly furnished with the utmost regard for the safety and comfort of passengers. Each steamer will have a speed of 18½ knots, so that it will make the crossing in about 10 hours less than the time taken by other liners. In other words, if the steamer sails from Nagasaki at 10 a.m. it will reach Shanghai at about 1 p.m. the following day. Special consideration will also be given to scheduling the departures and arrivals of the steamers so as to facilitate connections with the railways in Japan and China. When these plans are put into effect travellers between points in Japan and Shanghai, or vice versa, can economise time to a considerable extent.

The new steamers having been planned principally for the convenience of passengers, the utmost attention will be given so as to ensure the maximum of safety, comfort and convenience. They will be equipped with magnificent social halls, dining saloons and smoking rooms, as well as enquiry offices, verandah cafes, bars, and promenade spaces, with ample provision for the recreation and exercise of passengers. The steamers will carry two classes of passengers, namely, first and third class. The first class cabin accommodation will consist of special staterooms, single and double and four berth cabins, etc., with different rates for each kind of room, thus offering a wide choice of accommodation to passengers. Heretofore, accommodation for the third class passengers has been far from satisfactory. The N.Y.K. is improving it and has already done so on most of its steamers, thereby gaining the approbation of the travelling public. The improvements to be introduced in the new Shanghai liners are still more remarkable. Minute attention will be paid to the enlargement of space, efficient ventilation and lighting, complete sanitary arrangement of the rooms, etc. Independent dining, smoking and bar rooms of European style will be provided, in addition to a public room with matted floor, supplied with chess boards and other means of amusement—a la Japonaise. Needless to say, the lavatories and bath rooms are up-to-date and complete in equipment.

In fine, the N.Y.K. confidently believes that the new fast steamers will give the travelling public entire satisfaction, and that the realisation of the scheme will establish one more link to unite in the friendly relations between China and Japan.

THE KONG CHOW STRANDED.

Passengers And Crew Saved.

The stranding in the West River of the Kong Chow, a small Chinese steamer plying between Hongkong and Wuchow, has given rise to rumours of the foundering of the Chung On, another vessel engaged in the same service. The Chung On arrived yesterday according to schedule.

On Sunday, the 12th inst., the Kong Chow left Wuchow for Hongkong with a general cargo of live stock and firewood and about one hundred Chinese passengers. Shortly after sunset she came to grief near Tak Hing, a particularly rocky part of the river, and was on the rocks for several hours before her predicament was observed by a passing steamer, the Sai Foo, which went to her assistance. All the passengers and the crew were transferred to the Sai Foo, which conveyed them to Hongkong. The Captain of the "Kong Chow" is a Chinese, and the crew is composed of his nationals.

The Kong Chow is about 200 tons and owned by the Tung Fook S.S. Company, which hopes to start sailing operations in the course of a few days. Part of the ship is submerged.

TO-DAY'S CONCERT.

The programme of the violin and piano recital to be given at the City Hall this afternoon at 5.45 is as follows:

- Part I.
- (a) Toccata and Fugue D minor Bach-Busoni.
 - (b) Ballade C minor Grieg.
 - (c) Mr. H. Ore.
 - (d) Violin Concerto, op. 35. Tchaikowsky.
 - (e) Allegro moderato.
 - (f) Canonetta.
 - (g) Finals.
 - (h) Mr. V. Sirodo.
- Part II.
- (a) Meditation. Tchaikowsky.
 - (b) Etude G flat major Arensky.
 - (c) Gavotte. Olazouneff.
 - (d) Etude op. 2 No. 1. Scriabin.
 - (e) Etude op. 8 No. 12. Scriabin.
 - (f) Mr. H. Ore.
 - (g) Sextet from Lucia de Lammermoor for Violin alone.
 - (h) Donizetti-Saint-Luben.
 - (i) Capriccio. Saint Saens.
 - (j) Hindoo Chant.
 - (k) Rimsky-Korsakov-Kreisler.
 - (l) Rondo de Lutoski. Bazzini.
 - (m) Mr. V. Sirodo.

A CHINESE-INDIAN ROMANCE.

Probably it was the tall stature of the Indian or the gay colour of his picturesque turban, that appealed to the Chinese girl servant of a certain family in Malacca, that made the girl announce her love for the man from India. The mistress of the house was startled; but so determined was the girl to marry the Indian, that she threatened to commit suicide if the mistress opposed the marriage. Her mistress was helpless and the matter was settled with the Indian for the sum of \$240 for the girl. At the same time, the girl presented the following conditions to her lover before she would marry him, which were all accepted by the Indian.

1. After marriage, the girl will not walk in company with her husband in public.
 2. The Indian is to hand the Chinese girl all his earnings every month.
 3. The Indian is not allowed to cultivate the friendship of another woman.
 4. The girl will not allow the Indian to visit his native land.
- When all these conditions were agreed by both parties, the Indian hired a carriage lavishly decorated with flowers and called on the house for his bride, who without any sign of bashfulness entered the carriage and went to live with her Indian lover.—*Anton Times*.

FLASHES FROM THE U. S.

It looks as if we will take more interest in than out of Europe.—*Greenville (S. C.) Piedmont*.

An Iowa judge has decided that the man is the head of the household, but sometimes he is the blockhead.—*Detroit Free Press*.

Anybody who thinks that oil and water won't mix has never bought any oil stocks.—*New York World*.

Germany's inability to pay begins where the Allies' ability to collect ends.—*Norfolk Virginian Pilot*.

The chief argument in favour of American isolation is the fact that Europe thinks it a very narrow and dangerous policy.—*Fremont Republican*.

We will believe that Germany is as broke as she says she is when we read that any of the Hohenzollern boys have gone to work.—*New York World*.

With the X-ray you can see through a modern painting and determine the age of the canvas beneath. Try this on your lady friends.—*New Haven Union*.

German gas is more effective in peace than in war.—*Columbia (S. C.) Record*.

Civilisation is a state of human development that moves a man to pay the laundry for destroying his collars.—*Toledo Blade*.

France keeps her army on the theory that although Germany lost the war she still knows where to find it.—*Pueblo Star Journal*.

The world will never disarm until disarmament.—*Greenville (S. C.) Piedmont*.

Soon it will be cheaper to buy winter clothing than to go South for the season.—*New York Evening Post*.

A new book is entitled "Bolshevism at Work." Evidently a work of fiction.—*Greenville (S. C.) Piedmont*.

SHANGHAI COLLISION CASE.

Judgment for the Plaintiff Vessel.

A deferred judgment was rendered by Mr. Skinner Turner, Chief Judge, in H. M. Supreme Court, Shanghai, on June 9, the case arising out of the collision off the Hongkew Wharf between the Yingchow, of which Messrs. Butterfield and Swire are agents, and the Arratoon Apcar, of which Messrs. Jardine, Matheson and Co. are the agents. The previous proceedings have already been reported.

Mr. A. L. Hartopp and Mr. Langley Smith appeared for the Arratoon Apcar owners and Mr. H. Lipson Waid for the owners of the Yingchow.

His lordship, reviewing the circumstances, quoted the dictum of Lord Morden, the authority on maritime law, the last Edition of whose work says: "A vessel may legitimately cross the river wherever it is reasonably safe to do so, and it is the duty of other vessels proceeding up or down the river to use the ordinary precautions for avoiding a collision with her." It is to be remembered, and I am so advised by the Assessor, said his lordship, that a vessel in the position of the Apcar after she had left the wharf was far less mobile than the Yingchow coming up even with the flood under her. At the same time I do not forget what was said by Mr. Justice Gorell Barnes in the Shipsea case: "It is a kind of give and take; but I do not think I am going too far in saying that the weight of the operation at the outset is principally upon the vessel crossing, in this sense, that she must see whether she has room and if she has room she may cross." And thus it is put by the learned author of the article on Shipping in Halsbury's Laws of England 26 para. 720. The burden then is primarily on the Apcar. Now I see no reason to doubt that she saw the Yingchow coming up the river at one mile distance or thereabouts. The pilot says that he did not see her until after she had left the wharf, and this rather agrees with the story of the Yingchow, which saw the Apcar at 7.40. In any event, it seems to me that it was not improper for the Apcar to leave the wharf then with the Yingchow coming up the river on a flood tide one mile away; the operation of getting to his proper water only took 8½ minutes at the outside; if the times of the Yingchow are taken. That gives time for a vessel doing 7 knots an hour to come up to the wharf and that must be enough. And so I am advised by the Assessor. The time of 8½ minutes is in reality less, for by the time of the impact the Apcar had taken all way off herself by the action of her own screw, it being admitted that she did not drop her anchor till the moment before the collision. This really decides the other question: if it was correct for her to leave the wharf, it was also correct for her to continue to cross: the effect of the wind for one thing is not really denied.

I have admitted two photos of the ships, taken from an adjoining ship just before and just after the collision, continued his lordship. The pilot has sworn that they correctly represent the position of the ships at the time stated. But he did not take photos and I have paid no attention to them in this deciding the case. It is obvious that unless one knows exactly how they were taken they cannot be any reliable guide to positions. Bad look-out is alleged against each ship; I see nothing to justify this charge against the Apcar, but the same cannot be said about the Yingchow. It is surprising to me that she could not tell if the tug was actually towing; it is not in dispute that the tug began operations practically at right angles to the bows of the Apcar and that she had a rope of something like 150 feet out. All the time those on the Yingchow were aware of the ball on the masthead on the wharf I find as a fact there was not a proper lookout on the Yingchow and that this undoubtedly contributed to the collision. Under these circumstances I find that the collision was solely due to the fault of the Yingchow and direct the usual enquiry before the Registrar and merchants to assess the damages. Defendants must pay the costs.

Mr. Hartopp said he was instructed to ask that costs should include the fees of the Assessor and also for costs for second counsel. His Lordship granted the former and refused the latter.

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JUST received a large Consignment of (1) LACTOGEN the most digestible food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN C. HILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate. Inspection and Enquiries are cordially invited.

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THE FASCISTI OF ITALY.

Story of a Powerful New Organisation.

A good deal lately has been heard of a society in Italy known as the Fascisti. During April, for instance, there was fighting between them and the Socialists, following upon which they wrecked the Labour Exchange. Many similar incidents have occurred.

This Fascisti movement has become an important factor in the internal situation of Italy. There have been other Fasci before the present, for the word, derived from the Latin *fascia* (a bandage) means any league or association. Thus, the associations of labourers and sulphur workers, which caused the agrarian agitation in Sicily in 1892, were called Fasci, and a year or two ago the Coalition of Interventionist parties in Parliament was known as the Fascio, the essence of the word being the close union of different elements in a common cause, which binds them all together. The present Fasci di Combattimento, to give them their full name, was created in March, 1919, by Benito Mussolini, the well-known editor of *Popolo d'Italia*, of Milan, and were directed against the Neutralists. The first Congress of the new organization, then numbering only a few persons, was held on March 23 of that year; by the end of 1919 there were 40 Fasci, and to-day Signor Pasella estimates the number of Fasci at 400, with a membership of 100,000.

OBJECT OF THE SOCIETY.

The main object of the Fascisti is "to combat Bolshevism as the degeneration of Socialism," especially because of its violence, and the Fascisti seem to have adopted the *lex talionis* of "an eye for an eye, a tooth for a tooth." All the Italian political parties have furnished members to the Fasci, except the Catholic Popular party, on the one hand, and, of course, the Communist and Official Socialist parties, on the other. Even the Conservative wing of the Socialists, the so-called *Riformisti*, is represented in the Fasci, and the Republicans have a few members of these bodies—for the Fascisti accept any form of government. But Republicanism in Italy, except in the Romagna, where it is a Conservative party as against Socialism, is a small and dwindling party, mainly composed of idealistic old men who cherish the far-off memories of the Roman Republic of 1849.

But party men who enter the Fasci are first Fascisti and then members of their respective parties—Nationalists, Radicals, Liberals, and the rest. The Fascisti like the Catholic Popular party, possess what is otherwise rare in Italian public life—a very practical organizer, for too often, as Tasso remarked in the "Germania Libera":

Alla Virtù Latina.
O nulla manca, O sol la disciplina.

Each Fascio possesses so-called *squadre d'azione* ("squadrons of action"), composed of young men who have mostly served in the war. Each of these "squadrons" has a commandant named by the directing council of the particular Fascio. There is a general committee at Milan, which supervises the whole movement, but each Fascio enjoys complete local autonomy for its own affairs. Between the local and the central committee comes the provincial federation, corresponding to the provinces, into which Italy is divided for administrative purposes. Whenever an incident occurs between Bolshevists and Fascisti, help, if required, is sent to the particular local Fascio by other Fasci.

THE STUDENTS' VANGUARD.

Every Fascista pays to his own Fascio an annual subscription, which varies according to the locality; thus, in Milan it is 24 lire, in Turin 18. Besides, there are benefactors who give large sums, and who are called *sostenitori*. In every district where there are students the local Fascio contains an *avanguardia studentesca* ("students' vanguard"); there are at present 60 of these students' patriotic societies, which have a general secretary of their own. Sig. Luigi Freddi, but they all depend upon the Central Committee. All the Fascisti are armed, and there are even female Fascisti. The exploits of one of these lady warriors equal those of some of Aristotle's fighting heroines. She is unmarried.

The Fascisti do not recruit their ranks from the Catholic Popular party. This is partly due, no doubt, to the fact that

the Fascisti advocate the abolition of the so-called *marco rosso*, or allowance to bishops, paid by the Government, and that of the religious congregations. They are, in foreign politics, expansionists, especially in the matter of economic concessions.

All classes are to be found among their numbers. Thus, in Sicily, there are Fasci wholly composed of peasants, and there are many workmen who are Fascisti. Every year congresses of the various districts of Italy have been held, and on May 24, the sixth anniversary of Italy's entry into the war, the big congress will be held in Rome. During the recent waiters' strike at the Roman hotels there were hotels where the service was voluntarily performed by young Fascisti, in some cases youths of good family, anxious to prove their utility as strike-breakers. The movement has an official organ, *Il Fascio*, published at Milan.

STRIKES AND THE MIDDLE CLASSES.

A Warning.

During the entire course of the coal strike the average middle-class person has maintained a discreet silence. He has listened to the arguments advanced by the miners' political advisers, and has scrutinised the figures put forward by the owners of the coal mines—impartially. He has gone without hot baths, and has eaten his dinner cold, has put up with fewer trains and with an ominous falling off in business without in any way embarrassing the Government or the rest of the community, states a writer in the *Daily Chronicle*.

He joined the Defence Force when he was told the country needed his services, and is now prepared to get up at 5 a.m. and pretend it is only 7—if that will help the Government to conserve the dwindling coal supplies of the nation. He has kept quiet and done his best to carry on—ever the Government was offering the miners to make up their wages largely out of his by no means bottomless middle-class pocket.

Now that it has all been in vain and that the miners' delegates have intimated to the Government that the sacrifices offered on the taxpayers' behalf are inadequate to induce the men to start coal-getting again, the middle-class men—aye, and the middle-class women, too—are beginning to loosen their tongues.

A QUEER MIXTURE.

It is a queer mixture, this heterogeneous mass of citizens calling itself the Middle Class. Younger sons of the old landowning aristocracy slip down into it, and find there before them a solid phalanx of descendants of many generations of younger sons, and of the landed gentry that has long since lost or been taxed off its land, and has been earning its daily bread in one or other of the liberal professions or in business.

Ambitious young men and maidens of the yeoman class who have benefited by technical education, and have "got on in the world," climb up into it, only to discover that the children of countless generations of peasant pioneers have done the same thing before them, and having become managers or even owners of little businesses, or shareholders in big ones, are now thoroughly identified in their interests with this great central stratum of the population that has come to include all who do not live by subletting part of their land to farmers on the one hand, and all who are ineligible for the working men's trade unions on the other.

Two vital common interests bind them together. Either they all make a living by farming the products of their brains, or by buying and selling commodities for the rest of the community. Thus they appreciate, one and all, the necessity for that communal discipline and consideration for the rights of others which we call government by consent (or democratic government).

PATRIOTISM TAKEN FOR GRANTED.

And they strongly resent social patronage from those who live by subletting the inherited or purchased broad acres, or industrial tyranny by those who gain a living by selling their labour.

Because this heterogeneous Middle Class has always upheld law and order, the dignity of learning, the right to individual enterprise and the right to hold as his own the property a man

creates or buys with his earnings. Governments in all lands have usually taken its patriotism for granted and unhesitatingly sacrificed its interests when threatened by aristocracies in the past or by privileged corporations of industrialist workmen in our day.

But the Middle Class is growing conscious of its increasing solidarity, of its power, through discipline, for order; of its destructibility by reason of its sound stock and its multiplying numbers. With class consciousness is coming impatience at being always expected to act the role of the man that pays the piper, but seldom calls the tune.

If this huge body of law-abiding, taxpaying citizens is asked to bear much more in the way of personal sacrifices to pay for the follies of those who are willing to wreck industry so long as they may put temporary pressure on the consumer to help in forcing the hands of Government, it will revolt.

IN A STRUGGLE FOR SURVIVAL. It will be a bad day for the working class when its extremist delegates succeed in driving the Middle Class to reprisals, because in a struggle for survival it is the Middle Class which is bound to win. England is not now an agricultural country, and it is only in peasant communities that the working man has the resources to hold out longest. Here in England, if industry were held up indefinitely, the industrialist workmen, whose roots are not in the soil, would be the first to go.

Why press the hitherto patient middle class too far? It has its traditional roots deep planted in the roving races of herdsmen and merchant adventurers that got a living by land and sea long centuries before the industrialist population was evolved from a temporary demand for factory labour arising out of the discovery of steam. The industrialist worker came with the coal—and will vanish with the coal when the mines cease to be worked. But the middle class of merchant adventurers and breeders of cattle, the men and women in whose veins still runs the blood of pioneers, they can move on if need arise to pastures new, and still win a living by the aid of inherited discipline and education.

It is useless to try to browbeat them or starve them out of existence by destroying industry. Industry, if it is wrecked, will only starve out of existence the workers dependent on industry for their only possible means of livelihood.

GENERAL NEWS.

BIRDS NESTING IN PALL MALL.
Birds are nesting in the hulls of the model ships which surmount the lamp-posts along Pall Mall.

HARROGATE'S EFFORT.
Harrogate Warriors' Day realized over £1,000, of which the Grand Opera House raised over £500.

A CURIOUS CENSUS.
According to the recent Bohemian census 11 million sugar-cards have been issued to 10 million inhabitants.

DOMESTIC TRAINING FOR UNEMPLOYED WOMEN.
Training in domestic work for unemployed women is to be provided by L.C.C. Education Committee.

L. C. C. NOT TO ASSIST.
The Improvements Committee of the London County Council has recommended the Council to make no contribution towards the widening of Threadneedle-street (where the Bank of England is situated).

PROFITABLE TENEMENT LETTING.

An elderly French woman who appeared at Westminster County Court was said to have taken five houses, which she let out in tenements, making £3 a week profit on each.

NOT "FOOD AND DRINK" TO TEACHERS!

A recommendation of the Education Committee suggesting that head teachers give instruction on the hygiene of food and drink has been rejected by the Liverpool City Council.

£240 FOR RAREST BRITISH STAMP.

For the rarest known British stamp, the 10d. red brown issued in 1865, £240 was paid at Messrs. Harmer, Rooke and Co.'s auction rooms in London. Only four copies are in existence.

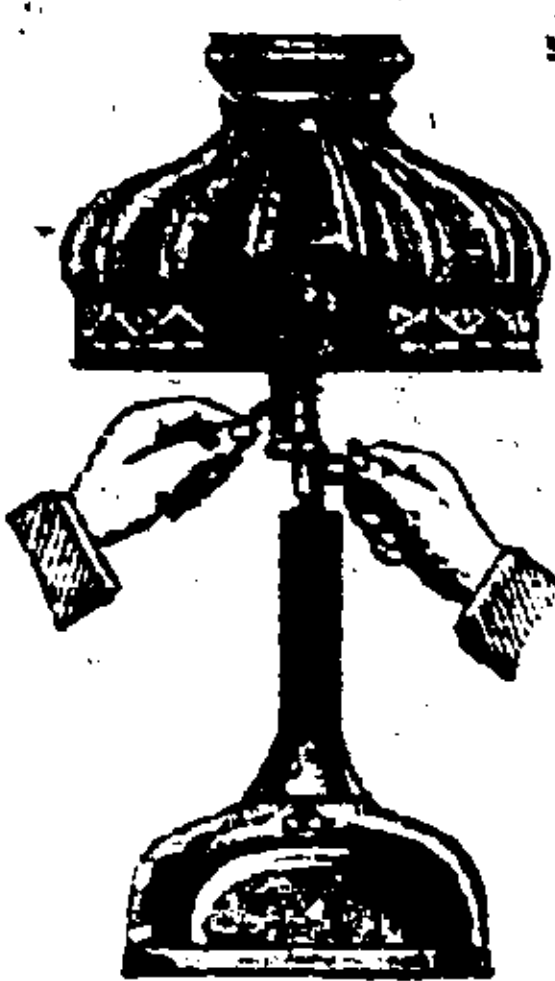
"SAFETY FIRST" FOR TRAM PASSENGERS.

A request that it be made an offence for vehicles to pass trams which are stopping to pick up passengers has been made to the Police Commissioner by the Metropolitan Municipal Tramways Council.

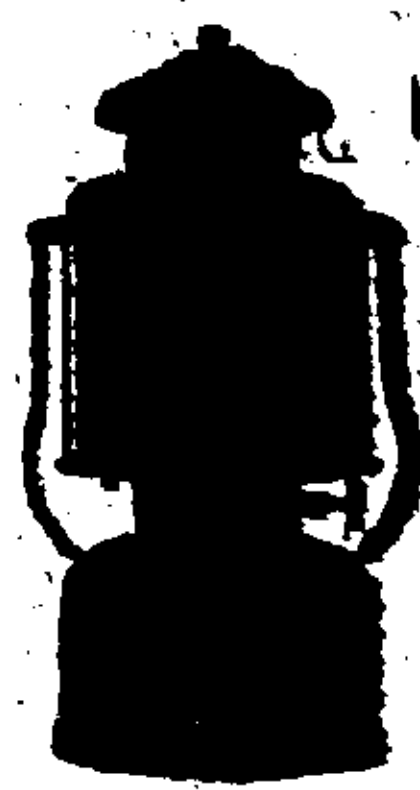
NOTICE.

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SPECIALLY BREWED FOR EXPORT.
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NEW ADVERTISEMENTS.

TO BE LET.

TO LET.—Furnished, from June 24th to October 4th, No. 22, the Peak. Apply G. M. Harston, Hotel Mansions.

TO LET.—Flats in Tavi Building, Nathan Road 39, Ground Floor, Kowloon. Apply to J. P. Vasunia 38, Wyndham Street 1st Floor.

TO LET.—Flat in Camboy Buildings, Nathan Road, Kowloon. Apply to Kayamally & Co., 5 D'Aguilar Street.

FOR SALE.

FOR SALE.—B. S. A. Motor-cycle and side car. No reasonable offer refused. Time payments if required. Reply Box 572 c/o "Hongkong Telegraph."

THE SHELL TRANSPORT & TRADING CO., LTD.

A final dividend of 5/- per share, free of Income Tax, has been declared on account of the year 1920. It is payable on the 5th July next, Coupon No. 37.

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NOTICE.

Particulars and Conditions of the letting by Public Auction, to be held on Monday, the 20th day of June, 1921, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mount Davis in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot	Locality	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.
1	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
2	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
3	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
4	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
5	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
6	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
7	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
8	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
9	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560
10	At Mt Davis	100 ft. x 100 ft.	1	4,840	43,560

PEAK CLUB.

Notice to Members and Subscribers.—There will be a Subscription Dance at the Club on Saturday the 25th inst. at 9.15 p.m. Tickets \$1.50 obtainable from the No. 1 Boy. Late Peak Time 12.30.

SOCIETY FOR THE PREVENTION OF CRUELTY TO ANIMALS.

A meeting will be held in the Boardroom of Messrs Jardine Matheson & Company's Office on Thursday next, 23rd inst., at 5.30 p.m. for the purpose of forming a Hongkong Branch of the Society.

All those interested in the prevention of cruelty to animals are cordially invited to attend.

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SILIMPON COAL.

The undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.

The COWIE HARBOUR COAL CO. LTD.

QUESTIONS IN THE COMMONS.

RUSSIA.

Mr. Baldwin, in reply to Sir Burton Chadwick, said that he had no knowledge of the completion of any transaction with Russia since the trade agreement was signed. The stages were not yet complete with regard to the appointment of official agents, and the title to Russian gold had still to be settled by a test case in the Courts, which would it was understood, shortly be taken.

COAL FOR ENTERTAINMENTS. Mr. Bridgeman in reply to Viscount Curzon, said that questions relating to the early closing of all places of relaxation and entertainment were now being considered in relation to the fuel stocks which were available.

LORD DERRY'S VISIT TO IRELAND. Replying to Mr. Hooge, the Home Secretary said that Lord Derry's visit to Ireland was undertaken purely on his own responsibility and on his own initiative.

Captain Bann—Has he been entrusted with any future commission?

Mr. Shortt—Not by the Government.

TOO CUMBERSOME.

In reply to Mr. Bottomley, who suggested conferences between members of the House and parties, Mr. Shortt said the Government recognised all opportunities of obtaining every assistance which might tend to hasten the solution of industrial disputes but they did not think the object would be achieved if 700 members of the House of Commons took part in the negotiations.

Mr. Shortt, replying to Mr. Munro said that the Government intended to inaugurate a conference on the licensing question and the necessary arrangements were now under consideration.

IRISH OFFICES.

Mr. Shortt, in answer to Lieutenant-Colonel Sir Samuel Hoare, said that until the date of the transfer of the various services under the Government of Ireland Act—not yet determined—the office of Chief Secretary would remain.

CORK EXECUTIONS. Mr. Dennis Henry, replying to Mr. O'Connor, admitted that the military authorities prevented correspondents of various journals from sending out an account of scenes connected with the execution of four young men in Cork on Thursday last, so far as it concerned the Martial Law area.

Mr. McCallum Scott—Is the censoring of these reports an indication that the Government recognises that the shooting of prisoners of war is an act revolting and shocking to the moral sense of the world?

The Attorney-General—No, sir. It is caused by the fact that the area is one where insurrection exists at present.

Captain Bann—What good object is served by preventing the public knowing the truth?

The Attorney-General—The object is to prevent comment in certain newspapers not designed in the interests of peace.

Lord R. Cecil—They are allowed to be published in America but not here.

PROPOSED REDUCTION OF TEA DUTY.

On the consideration of the Budget resolutions, Major Barnes moved to omit power for the continuation of the increased duty on tea with the object of lightening the heavy burden of indirect taxation in view of the serious reductions that were being made in wages. The yield of the increased duty was £17,000,000. Mr. Kilfy seconded.

BLUE FUNNEL LINE.

S.S. "ANCHISES"

10,000 Tons G/R.

Will be despatched for SINGAPORE at noon on 22nd June.

Excellent first class passenger accommodation.

For further particulars apply to BUTTERFIELD & SWINF, Agents.

NOTICE.

On and after June 11th, Mr. Ray E. Guna will resume the management of the Hongkong Branch of the Robert Dollar Co.

THE ROBERT DOLLAR CO. Hongkong, 14th June, 1921.

CHINA COAST OFFICERS.

The Latest Changes.

Captain T.G. Boer, of the Yingchow, is on reserve.

Captain G. Byers, from leave, has gone master, Yingchow.

Captain W. Frazier, of the Luoyi, is on leave.

Captain C.A. Christensen, from reserve, has gone master Luoyi.

Mr. S. H. Warland, supernumerary second officer, Koon-shing, has resigned.

Mr. T. Hardon, supernumerary second officer, Yusang, has resigned.

Mr. J. Nesbitt, supernumerary second officer, Hopsang, has gone supernumerary second officer, Tuckwo.

Mr. R. Thomson, from reserve, has gone third engineer, Esang.

Mr. G. Cameron, third engineer Hangsang, is on leave.

Mr. G. F. Cram has been appointed third engineer, Yusang.

Mr. J. A. Tom has been appointed supernumerary third engineer.

Mr. H. W. Fraser, supernumerary third engineer, Tuckwo, has gone third engineer, same ship.

Mr. C. Hanson, from leave, has gone chief officer, Hsinglung.

Mr. A. M. Vinogradoff, second officer, Hsinglung, has gone second officer, Kiangyu.

Captain J. R. Owen has been appointed master, New China.

Mr. J. E. Drummond has been appointed chief officer, New China.

Mr. C. T. Everingham has been appointed second officer, New China.

Mr. E. Johnson, third officer, Prometheus, has gone third officer, New China.

Mr. A. E. B. Lambie, from reserve, has gone chief officer, Loongang.

Mr. T. W. Spence, from reserve, has gone third officer, Chiketta.

Captain A. Jenkins, from reserve, has gone master, Hydranges.

Captain P. H. Going, of the Alling, is on reserve.

Captain T. Tyree, from reserve, has gone master, Alling. Shipping and Engineering.

ARMY "SCROUNGERS."

£3,794,192 Worth of Goods Stolen.

There are no fewer than 491 distinct items under the heading of theft, fraud, arson, or gross negligence whereby losses were incurred in connection with the Army expenditure during the year 1919-20.

The Comptroller and Auditor-General's report on the year's expenditure shows that these items cost the country, in value £267,255, and, in cash, £28,964. Losses other than by theft, fraud, &c., amounted to £1,051,195 in value and £1,845,777 in cash, making a grand total of balances irrecoverable and claims abandoned, for the year ended 31st March 1920, of £3,794,192.

The thefts include such items as motor cars, motor cycles, money, horses, mules, clothing, sacks, ambulances, motor tyres, binoculars, magnetos, harness and saddlery, tents, petrol engines and parts, bicycles, motor lorries, and almost anything and everything readily removable.

LOSSES BY FIRE. The loss of machinery by fire at a Royal Engineer park in France involved an expenditure of £18,000. A Court of Inquiry considered that the fire was caused wilfully.

Losses of supplies from supply trains in France between November 1918, and July 1919, to the value of £166,713, 8s. 10d. is stated to have been due largely to the pilfering of the starving inhabitants of devastated areas and by Chinese labourers.

A fire at sheds situated at a depot in Nippes, Germany, in May 1919, involved a loss of stores valued at £237,604. The Court of Inquiry considered that the fire was due to incendiaries, and that there was a strong presumption that it was caused by German workmen employed in the depot. The loss of sheds will be borne by the German Government.

RE-BUGHT BARGAINS. Discussing the question of hutting accommodation for troops in Palestine, the report states that it was suggested in June 1920, that Nissen huts should be used as an emergency measure. It was then found that Army stocks of these huts thrown up an enrolment from 1919 onwards had been sold by the Disposal Board.

It was necessary, therefore, to buy back, about one-third of the huts required, and over 600 were repurchased at a premium of about 70 per cent. above the price realised by the Disposal Board.

TO-DAY'S MISCELLANY.

The Earldom conferred upon Viscount French makes the honours easy between him and Earl Haig. The association of these two warriors carries the memory back to the Mocker River, where French held the higher command, and where the two came very near sharing the same death. French's horse slipped and flung its rider into the torrent, and in recovering the animal upset the then Colonel Haig, who was—riding to the rescue. Getting clear of their plunging horses, the two officers got ashore together, and were soon dashing off on two fresh mounts. Since then for a score of years they have shared risks and honours, and have saved their comradeship by remaining members of the same three clubs.

During the war, when, for motives of economy at first and for purposes of defence from aerial bombs afterwards, the lights of London were reduced to a minimum, town dwellers were familiarised with a sky-scapes that had been obscured hitherto. They saw each evening the "star-strewn vault of heaven" as clearly as though they had been in the depths of the country. And now during the coal strike, when the consumption of fuel is reduced to a minimum, Londoners can look across the metropolis through an atmosphere clearer than it has ever been within the memory of the oldest inhabitant. Such are the smaller compensations of adversity.

Ranelagh's polo season, states a writer in a London daily, reminds us that, like its antithesis, chess, polo is a present from Persia, and a game of great antiquity. Some nine centuries ago a Persian team was beaten by Turkey. The Japanese played the game a thousand years ago. Our own crack clubs are of recent origin, Hurlingham being founded in 1869 and Ranelagh nine years later.

Polo players, greatly dependent on their ponies, once thought that a polo pony was born, not made; but now the breeding and training of the player's "other half" is as accurate a science as that of the racehorse.

Osborne College just closed, is not entirely deserted yet. A fine cat remains, and has evidently no idea of giving up possession, having just acquired a pair of twins. Fuss is conspicuous, attacking dogs and killing rats with scientific precision. A full-grown stoat ranks among the victims of her capricious. She tried the other day to bring up a family of five baby plovers, carrying them one by one into her box; but the feeding of birds was beyond her skill, and the foster-children died in the night.

The industrious lady who edits "Who's Who" has written two or three novels in the last few years, turning from fact to fiction as a recreation. Her latest effort, soon to be published, has a special interest, for it is the joint work of herself and her husband, Sir J. G. Scott. The title is "The Green Moth," and it has traces of Barrow, where Sir J. G. Scott spent many years in administrative work. The story will appear serially, first of all, in the Cornhill Magazine.

The 800-ft.-long airship which is being built at the U. S. Navy Yard at Philadelphia will be the biggest that has yet been constructed. Its cubical capacity will be approximately three million feet, and, presuming hydrogen is used, it will be capable of lifting nearly 100 tons. The next biggest airship is the R-38, which was built in England and purchased by the United States. It is 695ft.-long, with a gas volume of two and three-quarter million cubic feet. The R-33, which has become familiar to Londoners the last few weeks, is 642ft. long, and has a cubical capacity of not quite two million feet. If the new American leviathan uses helium gas instead of hydrogen, as helium is inflammable, the "lift" will be very considerably reduced, helium being four times heavier than hydrogen.

Dr. Johnson's friend, Mrs. Thrale, who died a century ago this day ranks among the infant prodigies, being a contributor of articles to the Press before her 15th year. Mr. Thrale married her, she confessed, because his other belles declined.

to live in Southwark, where Thrale founded the brewery afterwards sold to Barclay and Perkins. Later, as Mrs. Piozzi, Mrs. Thrale escaped from the hop environment and resided in Waler, and after Piozzi's death very nearly changed her name again, taking a fancy to a young actor, who apparently found her 70 years an obstacle to the union.

When Caroline, the Queen of George II., lived in Kensington Palace she grew tired of being mowed behind the high wall which shut off Kensington Gardens from Hyde Park. She desired intensely to know what was going on in the outer world of the park. As a consequence her gardener, Bridgeman, pulled down the wall and constructed a fosse, or ditch. A portion of this has survived to this day, behind the railings near the powder magazine. But to the regret of many, it is now being filled in with London rubbish by the zealous Office of Works.

WORLD WIDE SPORT.

It is probable that the Oxford golf club, H. S. Malik, the Indian, will get a trial shortly at cricket.

The famous yacht America, which by capturing the Royal Squadron Yacht trophy in a race around the Isle of Wight in 1851 founded the International races for the cup that has since borne her name, is to be offered to the American Government for preservation at Annapolis. The old schooner now lies stripped of all fittings at a shipyard.

That fine artistic swimmer, Miss M. Petersen, of the Hibernian Club, who lately gained the Royal Life Saving Society "Award of Merit," takes up the appointment of assistant lady teacher at Scarborough Pool.

George Duncan tipped Mr. Tolley to retain the Amateur Golf Championship.

A much missed figure at the D'Ar Academy sports was that of the ever popular W. M. Carment, who for a generation has superintended the arrangements for this annual meeting, and in many other ways shown his keen and active interest in the athletics of his old school. A speedy return to his wonted vigour is the wish of his many friends.

Part of an interesting programme arranged by the Hindhead Club, Surrey, to raise funds for a local charity was a medal round, in which George Duncan (Hangerhill), the Open champion, created a record for the altered course with a score of 77.

When Grimsdell led Tottenham Potapour on to the field the band played "See the Conquering Hero Comes." The Cup was on view on the stand decked with blue and white ribbons.

In a golf match at Chalfont St Giles, Bucks, Mr. C. Hamilton Wickes, the Harewood Downs player, played an unorthodox shot at the 9th hole. He slightly sliced his drive, and his ball landed in the motor car which was standing outside the clubhouse. He played his ball from the car, put it on the green and got a three.

The prize money presented to the Professional Golfers' Association for the annual stroke competition by the proprietors of the Daily Mail has been increased to £1,000. The tournament takes place at Formby, Lancashire, on May 11 and 12, all the qualifying competitions having been decided, 100 players taking part in the finals. Most of these players will receive a prize, for the money will be divided as follows:—Winner, £300 and gold medal; second, £100 and silver medal; third, £50 and bronze medal; fourth, £20; fifth and sixth, £25.

four prizes of £20; four of £15; four of £10; and forty two prizes of £5.

HISTORIC HOUSE AS SANATORIUM.

Lord Tredegar has given the historic mansion of Cefn Mably, near Cardiff, as a sanatorium for consumptives.

HYMN REVISED IN CHURCH.

In announcing at Kingston parish church the hymn "To Thee, O God, we fly," the verses of which end with "Guard and bless our Fatherland," the vicar asked the congregation to substitute "Motherland" for "Fatherland," which was done.

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The Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 17, 1921.

THE NEW HANSEATIC LEAGUE.

In the Middle Ages and down to the seventeenth century the confederation of independent ports and cities known as the League of the Hanseatic Towns was pre-eminent in the maritime and mercantile world. In these days Hamburg, Bremen and Lubeck, are the only surviving "free" towns, having maintained their independence during the rule of the Hohenzollern Empire, as they continue to do under the Republic. In a political sense the independence may be little more than nominal, and is of no particular importance to us. What is of importance is that these cities still uphold their tradition of maritime enterprise. Before the war, Hamburg—and in lesser but very notable degree its companion ports—had made itself famous the world over. The titanic conflict dealt the port and the German Mercantile Marine in general a shattering blow, yet even under this devastating handicap the Teutonic shipping community exhibits astonishing indications of vitality.

Figures, it has been said, can be made to prove anything, and in the hands of an unscrupulous user they are certainly capable of giving an altogether deceptive impression; but a table of definite statistics from direct sources offers a kind of evidence that is not to be ignored. The Hamburg correspondent of the *Daily Chronicle* has supplied his journal with an illuminating survey of the German shipbuilding position after an extensive investigation of conditions. In 1920, although the mercantile fleet amounted to only 500,000 tons against over five millions before the war, Germany's Mercantile Marine showed signs of looking up; but the recovery that has taken place is not a tithe of what the Central European Power expects to achieve within the next ten years, according to no less an authority than a leading director of the Hamburg-America Line, who estimates that by 1930 or soon after Germany will have 5,000,000 of new shipping. In Hamburg, says the *Daily Chronicle* correspondent, "people are looking forward to an immediate ten years of strenuous work, and that decade, it is hopefully reckoned, will produce a mercantile fleet at least equal to that which the country had before the war—5,250,000 tons of shipping. And Bremen and Lubeck, I found on visiting these two cities, are going to back up this work for all they are worth."

Of the working agreements between the Hamburg-America Line and the North-German Lloyd respectively, on the one hand, and powerful corporations in the United States, on the other, the world has already heard, as also of the Hamburg-America Line's increase of capital by M. 100,000,000. What perhaps is not so well known is that German shipbuilding yards, with the Government docks—no longer needed for warships—are capable of turning out 750,000 tons of shipping yearly, so that, after deducting the 200,000 tons per annum to which the Allies have a claim for five years, Germany is left with more than her pre-war capacity of 500,000 tons. At the moment there is a shipping slump, but Germany's shipping and commercial magnates, Hugo Stinnes among them, are watching every opportunity. A shipbuilding trust, with the most influential support, for economical and rapid construction is in contemplation, and a special working arrangement between the two great German lines is under consideration. Notwithstanding the slump, nearly all the concerns given in the *Daily Chronicle* correspondent's representative list of shipping and shipbuilding enterprises show increased and impressive dividends for 1920, as well as large expansion of capital. Without taking fright, British shipbuilders and shipowners will do well to note these developments.

NOTES & COMMENTS.

Pacific Records.

In the matter of records on the Pacific the C.P.O.S. liners, the well-known Empress boats, seem to have matters pretty much their own way and the only records they break are those set up by themselves. The "Empress of Asia" has now lowered the time from Yokohama to Vancouver to 8 days, 19 hours 6 minutes—a time which all will agree is very considerably ahead of the times recorded by other companies' boats. The old days of speed competition between steamship lines (which reached its zenith on the Atlantic in pre-war days) seem to have gone for good, for the latter day boats have not been built so much for speed as they have for comfort and roominess. It has been found that the costliness of running big boats at high speeds is considerable and that it pays far better to run at a normal speed and so save the use of extra coal. The whole of the bigger class boats on the Pacific—with the exception of the Empress liners—are of the slow type compared with the Leviathans of the Atlantic. Even the new big boats of the United States Shipping Board are engineered for speeds on the slow side and it may just be that the world is forgetting the slogan "time is money." In shipping the slogan might be reversed to "making time costs money." Still, there is a deal of satisfaction to be gained from the fact that it is a British line which holds the Pacific record, and this popular service of Empress boats will assuredly keep the big hold it has on the travelling public so long as it continues to cater for their time, convenience and comfort as it has in the past.

U. S. S. B. Competition.

The Chairman of the Indo-China Steam Navigation Company did not mince his words when referring to the keenness of the competition offered by the United States Shipping Board vessels. His main point was that it was hard for private shipping interests to compete against the resources of a whole nation, and those who know how the U.S.S.B. boats are subsidised by the States and at what a tremendous cost to the American nation they are being run, will heartily agree with him, whether they endorse the action of America or not. In these days of little tonnage and many ships the concern with the biggest backing stands a much better chance of making out, and in this respect British Companies operating in the Far East are handicapped. Japanese competition comes in on a subsidised basis also, but the operations of the U.S.S.B. are of an even closer national character than the lines on which our Japanese friends work. British shipping in Chinese and other Far Eastern waters has always held a very high place and we doubt very seriously whether, given a continuance of the same efficient handling of cargo and management of the lines, competition from America or Japan will ever bite dangerously into its business. The outcome of it all rests largely in the hands of the shipping companies themselves and for that reason we are pleased to note that the Indo-China fleet is not only being kept up to its normal efficiency but is being improved in many directions. Provided those who man the ships are content to co-operate loyally with their employers and there is an avoidance of labour trouble the future of British shipping should, by reason of its own efficiency, be as bright as its past.

America and Japan.

That direct negotiations have been opened between Japan and America on the many outstanding questions affecting the two nations will have been learned with satisfaction by all who have the peace of the Pacific at heart. There has been a deal of loose speech lately regarding the relationships existing between these two great Powers and the only way to remove the cause of it is for a straightforward conference on the whole of the matters in dispute. When one reads (as Reuter told us yesterday) that the questions now being jointly considered at Washington include the Yap dispute, alien immigration into the States, alien land-holding and the return of Shanghai to China, there seems little else to provoke misunderstanding. Japan might, with a great deal of usefulness, take opportunity to indicate her policy in connection with the Anglo-Japanese Alliance and both nations could come to some

DAY BY DAY.

PEOPLE DO NOT PERSIST IN THEIR VICES BECAUSE THEY ARE NOT WEARY OF THEM, BUT BECAUSE THEY CANNOT LEAVE THEM OFF. IT IS THE NATURE OF VICE TO LEAVE US NO RESOURCE BUT IN ITSELF.—Huxley.

The road from Latchikok to Castle Peak is again open to vehicular traffic.

Yesterday's health return shows that there was one fatal case of plague and one non-fatal case of cerebro-spinal fever.

A cinematograph show will be given (weather permitting) on the lawn of the Craigengower Cricket Club on Saturday evening at 9.15. The band of H.M.S. Titania will be present.

The Management of the Kowloon Theatre regret very much that it was not possible to show yesterday afternoon and evening on account of failure of current. The trouble has been rectified and the Theatre will show this evening as usual.

Miss Aileen Woods left for Shanghai yesterday. The Woods family, who have been so popular as teachers of dancing, have now taken up permanent residence in Hongkong and Miss Aileen will return in good time for the forthcoming dance season.

In spite of the receipt of a further typhoon warning this morning, the No. 4 typhoon signal, which was hoisted yesterday, was lowered to-day just after 10 o'clock. The report of the Royal Observatory states that the typhoon appears to be of feeble intensity. It passed within 100 miles of Gap Rock early this morning on a N.W. track.

The Hongkong Boys Scouts are now to have a magazine of their own. The new publication which is to be the official organ of the Hongkong Boy Scouts Association, is very appropriately entitled the "Silver Wolf" and will be launched on the 1st of July. The publication is in the hands of Messrs. Noronha and Company and an artistic effort is assured in the cover design.

In Mr. Orme's Court this morning a Chinese was brought up on the charge of stabbing a woman in the eye with a pair of scissors. Inspector Appleton said the woman was sent to the hospital, and he had to ask for a remand. He also asked that the defendant should be put under medical observation, as he appeared to be somewhat insane. He surrendered himself to the Police this morning.

A Chinese, who was found in possession of ten taels of opium dross, was this morning fined by Mr. Orme \$100 or five weeks' hard labour. The man was arrested by Mr. Austin, of the Chinese Maritime Customs, yesterday as he was boarding the train for Canton. The stuff was found concealed in his topee. In another case where a Chinese was found in possession of 16 taels of opium, which was concealed in his girdle, Mr. Orme fined him \$1,500 or six months' hard labour in the alternative.

An invitation in connection with the forthcoming International Products Exposition at Lyons is being issued to the Chinese merchants of Hongkong through the French Consulate-General, from whom all details relative to the exhibition can be obtained. The exhibition is scheduled to take place from October 1st to 15th, the price on the goods to be shown should be clearly marked. The Exposition authorities have assured Chinese manufacturers that large orders may be placed by French importers for future delivery direct from China to French ports. From the large number of enquiries addressed to the local Consulate, the exposition is assured of a large measure of co-operation from merchants of these parts.

working agreement regarding their respective naval policies. At all events, it should not be a difficult matter to lay the bogey of war at rest for it has always been found that when a honest-to-goodness talk has been had between two parties many of their differences can be dispensed. Let us hope that such will prove to be the case in the present instance.

THE BOOKSHELF.

(By "Librarian.")

SHAKESPEARE-WORSHIP IN GERMANY.

There is something admirable and at the same time ludicrously presumptuous about the German attitude towards Shakespeare. It was long ago admitted that German expositions of Shakespeare were of special excellence, notably that of the elder Schlegel. Carlyle, if I remember rightly, says that no elucidations of such value had been produced by our own critics, and he mentions that even in a novel, "Wilhelm Meister," Goethe gives an unrivalled interpretation of Hamlet.

During the war Shakespeare enjoyed undiminished popularity among the Teutons. I remember one German professor, whose name, however, I have forgotten, telling his countrymen that, so far from banning the Bard, it was their special duty to study his works, who was German to the tips of his fingers in all except the accident of birth, the more so because the English were utterly incapable of appreciating, or even understanding, Shakespeare's genius! Here we see the ludicrous side of German Shakespeare-worship.

Since the Armistice, Shakespeare has enjoyed, if possible, more favour than ever, his plays being on view at theatres all over Germany. So far so good. But a professor of the kind that has become typical of modern Germany has been indulging in some more talk of the fatuous kind. Perhaps he is the same professor as the one just alluded to. Prof. Max Forster, of Leipzig, is the individual, and he recently told the German Shakespeare Society at Weimar (which in other days possessed eminent Shakespearean scholars) that in essentials, Shakespeare is German to the core, having nothing in common with his unworthy fellow-countrymen. Shakespeare, says Herr Professor, has none of our "stupid patriotism," our "aggressive patriotism," our "religious narrowness and hypocrisy," our "cold-hearted reserve," and the inflexibility of mind that weighs like an incubus on present-day England. Nor is there in Shakespeare any of the "militarism and egotism of the English ethics of to-day."

A commentator in a Home journal supports the idea that our psychic friends summon the immortal Bard to appear and say whether he is agreeable to being transferred to Germany. As it happens, a society in America announced only recently that one of their next visitors was to be none other than Mr. William Shakespeare, sometime resident of Stratford-on-Avon. I have not heard whether the guest materialised. If he did, it was an opportunity lost. Viewing the subject from a terrestrial plane, it may be suggested to our former enemies that, with all their study of Shakespeare—much of it, as already said, admirable—they have in a large measure missed his glorious characteristic—humanity.

The house of Murray published David Livingstone's accounts of his wonderful travels in Africa. There is a footnote to that in a Murray book just announced for this spring. It is a memoir of John Smith Moffatt, C.M.G., the son of Livingstone's distinguished companion and father-in-law. He, like his father, was a missionary, who spent all his life in Africa, living among the natives, speaking their language, and working for their welfare. His life-story, which is written by his son, Mr. Robert U. Moffatt, is full of incident and adventure. Broadly stated, it describes the transition state from savagery to civilisation, and it throws interesting light on the history of the Boer War.

Mr. John Buchanan—lately Col. Buchanan—who awoke one morning to find himself a "popular novelist," sets a new story, which he has finished, to a daring idea. It is the idea of the persistence and influence of an ancestral strain, beginning far back in the ages and culminating in the character and career of one of the greatest figures of modern time. First we have a dramatic episode in the life of one of the Viking kings, then the fortunes of his descendants through diverse times, in diverse countries, and, finally, the flower of it all in Abraham Lincoln. A critic emphasises its originality. The idea has been worked a number of times, but in the opposite direction, the culmination usually being some

arch-criminal. Mr. Buchanan's reversal of the process is welcome. The work is called "The Path of the King," and it will be published by Hodder and Stoughton.

Sometimes people who come little into the limelight are most worth reading when they are reminiscent. A member of a famous family, Mr. Arthur Coleridge, who died in 1913, left his memoirs and they are being published by Constable. He lived and worked for music, and as Lord Morley once said of Joseph Chamberlain, he had a genius for friendship. Born in the far year 1830, he was early thrown into the company of literary and artistic people. There was a natural welcome for one whose family, within a hundred years, had produced a great poet, also a notable one in the great post's son, Hartley, a Lord Chief Justice, and Mary Coleridge. All of these we shall read about in modest anecdotal.

It is pleasant to find that the by-ways, often so rich in growth, of English literature, are again finding harvesters. We have a great many musicians, composers and players, to whom history has paid no adequate tribute. Now they are getting their biographer in Mr. Richard Northcott, whose ripeness of musical scholarship and curiosity for knowledge make him ideal for the task. He has just written the first individual memoir of Henry Bishop, who created the undying melody of "Home, Sweet Home." He is engaged on one of that remarkable character, Adah Isaac Menken, the heroine of "Mazeppa" as a play, and most important of all, he has nearly completed the modern opera chronicles of Covent Garden.

"The Great Munition Feat," by Mr. G. A. B. Dawar (to be published by Constable) is a detailed authoritative survey of the industrial effort made by the nation to win the war.

HOME JUDGES' PAY.

Captain Falcon is to ask the Attorney-General if he is aware that, owing to the rise in the cost of living and the present high taxation, Judges of the High Court are finding it a matter of extreme difficulty to maintain the social duties necessitated by their official position, and will be say if he contemplates an early revision of the present rates of emolument.

ANOTHER AMERICAN ENTERPRISE.

Big Concern to open Hongkong Office.

Of interest, to those who desiring better trade connections with the United States is the arrival in the Colony of Mr. Ervin J. Weiss, General Manager of the Exporters Co-operative Company of New York.

Mr. Weiss has toured Australia and the Philippines before coming to Hongkong, and it is his intention to establish an important branch of his organization here. He has taken up his quarters at the Hongkong Hotel, and when seen by a representative of the *Telegraph*, communicated to the latter the nature of the Company's organization.

The Exporters Co-operative Company, it appears, is a wide-spread organization with branches at San Francisco, Sydney, Manila and other well-known centres of trade, and its chief distinctive feature lies in the fact that it is owned by the people who work for it, and that it charters its own steamers for its trade. Though a co-operative enterprise, it has also connections with the chief exporters of the country, and also does a large business as express agents.

In the different departments of its export business, the idea of placing only experts acquainted with the local conditions of each country, has been adopted with great practical advantage by the Exporters Co-operative Company. Thus, for its China business, the Company has been able to secure the services of a student from a Western State University, Mr. C. P. Ling, while the Japanese and South American departments are under the sole charge of Japanese and South American managers. The establishment of the new office in Hongkong is the result of repeated requests made by Chinese merchants of the Company.

TYPHOON WARNING.

The telegram quoted below was received by American Consulate General, Hongkong, from the Manila Observatory at 11.45 this morning:—

Typhoon in about 131 deg. Long. E. 21 deg. Lat. N. inclining Northward.

Between Ourselves

By Robt. MacWhirter.

Janet got on to me this morning for going to sleep last night and not putting out the light. I had nothing to say, for to tell the truth, when I come to think of it, right enough, I had no mind of going asleep at all yesterday.

That only shows ye what a good bed book can do and by the Hokey Fly when it comes to writing sleep producers Carlyle was certainly the daddy of them all and "Sartor" No. 1 on the list. I think it's the most exasperating book I ever tried to read. The man that says he has read it from cover to cover for the first time of asking without turning a hair or fetching a sigh deserves a medal or our sympathy. Many a time I've felt like sending it spinning like old Quixote's knight errantry gun into the back yard or using it up bit by bit as shaving paper of a morning. I've wrestled with it at long intervals for the greater part of my life and I've aye had to give it best. Some of these days I'll succeed in reaching the last page and after that there'll no be much left for me but to make friends with some of the new J.P.s when they visit the lunatic asylum. The man that says he has read "Sartor Resartus" and understood it, hasn't only Sartor's enthusiasm but is a liar into the bargain.

Unhappy is the man that started his Carlyle with you book for a couple of chapters is enough to wear him of the Chelsea sage for the rest of his life. Luckily, for me I think "Sartor" is about the only one of his I ever stuck at and that, after I had a good dose of other works.

I'm no alone though, in my ideas about the book and the proof that others have been laid low before me, is maybe best proved by the condition of my own copy. This book of mine has passed through many hands for the first pages are badly tattered and soiled but as you go on their

condition rapidly improves until towards the middle or the end the paper again greets you with virgin whiteness.

I bought it years ago, like all my best books, at a stall, for a sum on the right side of sixpence. Many would-be worshippers of Teufelsdröckh had been there before me. Till about Chapter IV or thereby I could recognise most of them by their fingerprints. But they had apparently been called away one by one to attend to more urgent tasks and conveniently forgot to come back.

I admire them for it. When there are so many treasures in the English language that surrender themselves so easily at the first time of asking why should any man acquire wrinkles and premature greyness over the obfuscation of a girny old Scotsman.

Life is too short for you kind of stuff. If a body were in gaol now, I'd ask for nothing better to keep the mind occupied and alert. It would help to pass the time anyway. To many another, of course that idea, if carried out, would mean something worse than extra shot drill. It's all a matter of taste, as the old woman said when she kissed the cow.

But truly, you book fair coveys the caddy. I doubt if ye'll find anywhere else such amazing and outrageous transitions as in this extraordinary treatise on Clothes-Philosophy and Things in General.

Take his well-known passage on the dignity of labour for instance. Ye think you're getting on fine when whizz, you're among powers that he would have, ah, said, and bawled, to be used as virtual if not for the Army and Navy, then for the Infern peepers who had been spared.

I can only compare reading gymnastics like that to chasing a flying cockroach in the dark. Between you and me, the one is about as intelligent as the other.

NOTICE.

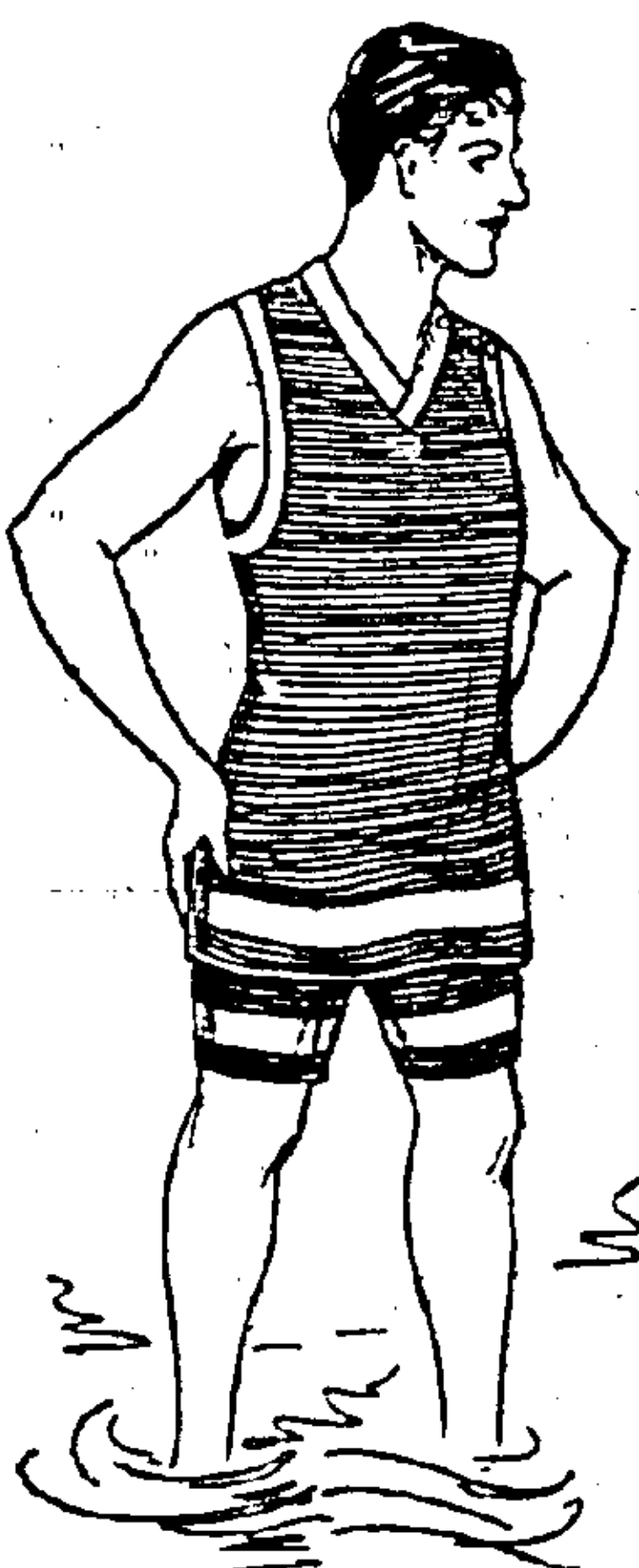
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it that's individual.

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the newest models. A
wide assortment of
all-wool Suits in most
attractive colour com-
binations that every-
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many plain colours.

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Yee Sang Fat's. They
give satisfaction.

PRICES:

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\$2.75 to \$16.50 a suit.

For GENT'S,

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For CHILDREN,

\$1.25 to \$4.00 a suit.

A LARGE ASSORTMENT
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BABY'S GOOD DAYS.

AFTER A DOSE OF BABY'S OWN TABLETS.

"One of Baby's good days" means that your child is thriving and free from juvenile disorders. Baby's Own Tablets bring all good days into a child's life, for they dispel constipation and stomach disorders, reduce feverishness, stay diarrhoea, and relieve teething troubles like magic. No other medicine acts so promptly or so gently as Baby's Own Tablets, and they are guaranteed to be absolutely safe and sure for the youngest

infant as for the child of 6 years old or more.

Mrs. W. J. Wright, of Brockville, Ontario, Canada, writes:—"I have used Baby's Own Tablets in teething, in vomiting, in colic, indigestion and in disorders of the stomach and bowels, which are usually accompanied with restlessness and fever, and have always found them act satisfactorily. The children never object to taking them, and their action has been all that could be desired."

Baby's Own Tablets regulate the stomach and bowels, expel worms, make teething easy and painless. Of chemists, or post free at 60 cents the vial from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

CANTON HEUNGSHAN RAILWAY.

Company Formed for Construction.

Realising the pressing need of a railway connecting Canton and Heungshan, one of the richest and most important districts in this province, whose annual income from revenues and taxes is said to equal that of the whole province of Kweichow, an enterprising company proposes, says the *Canton Times*, the construction of a railway between Canton and Shek-ki, the country seat of Heungshan district. Plans and estimates for the construction of the line have been submitted to the Governor together with a petition applying for registration of the company as a railway concern.

It is reported that the proposed railway will have its Canton terminus at Paak Hok Tong. The line will pass through the town of Sek Pak in the Pun Yi district. As soon as an investigation of the conditions of the company by the officials have been completed and proved satisfactory, registration will be granted.

PRIVATE RICKSHA'S NUMBER.

A Prosecution Dismissed.

The ricksha coolie of Mr. Weaser, was prosecuted this morning before Mr. R. E. Lindsell with allowing the number plate of the ricksha to be covered by a piece of rag.

An Indian sergeant said that at 3 p.m. yesterday the ricksha was going down Des Voeux Road Central, with no fare in it. As the ricksha passed him he saw that the plate sign was covered. He stopped him. Later on somebody got into the ricksha. He could not say whether the man was Mr. Weaser or not, but he was a European.

Mr. Weaser said that the story of the constable could not be true. His ricksha had to wait for him every day near the steps of Battery Path up till 5 o'clock. He returned to his office at 4.30 and five minutes after the ricksha coolie came and told him that the Police had taken his number.

The Magistrate said that he was inclined to believe the story of Mr. Weaser and dismissed the summons against the coolie.

ORGAN RECITAL.

St. John's Cathedral.

The last of the present series of organ recitals at St. John's Cathedral was given by Mr. Denman Fuller, F.R.C.O., L.R.A.M., last night. There was a good attendance. The programme was a varied one and every item was well rendered, but Mr. Denman Fuller's masterly control over the organ is well-known in Hongkong and every music lover knows what a touch and what technique he possesses. The programme was as follows:—Prelude and fugue in G minor (Bach); a pedal study, "The Magic Harp" (J.A. Meale); "Romanza" (H. Parker); "Reve d'amour" (Felix Corbett); "Toccata" (Widor) and two beautiful pieces composed by himself, "Out of the Past," and "Recessional." The songs were rendered by Miss Jean Lawson, "Love not the world" and "My harp is on the willow tree." These were greatly appreciated.

Mr. Denman Fuller announced in the programme that the Cathedral Organ is now free from debt. He ventures to hope that those interested in these recitals will not however lessen their generous contributions to the organ fund on that account, as money is always needed for the incessant repairs and renewals which are continually necessary in such a climate as this, besides which the unavoidable expenses of each recital amounts to about \$50. At a very modest estimate there are over 7,000 points in the Cathedral organ which are affected by any climatic change. The instrument has been strained to the utmost by the excessive damp of the last two months, the results of which will only be entirely apparent when the dry weather and the shrinkage coincident with it set in; funds are needed to meet the expense of the repairs which will then be undoubtedly greater than usual owing to the length and severity of the present damp season.

DAIRY FARM NEWS.

JUST RECEIVED

GRUYERE CHEESE. . . \$1.30 per lb.
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S.S. "TAI MING" RESISTS SEARCH.

Captain Will Not Recognise Kwangtung Government.

On Monday, the 13th instant, the S.S. "Tai Ming" flying the British flag, steamed past the station established by the Kwangtung Government for the purpose of stopping and searching all vessels plying between Shamshui and Wuchow, and would not permit the officers there to search for contraband. The Captain said he did not recognise the authority of the Kwangtung Government or any orders issued by that Government. Nevertheless, the Captain finally consented to the search but threatened to report the matter to the British Consul and ask for gunboats to stop the work of the Government officials there. As the Consular Body were notified of the order which designated the limits of the present blockade, and were also informed that, as a military precaution, all vessels would be subjected to search for contraband of war, the attitude of this particular Captain is incomprehensible. Captains of vessels flying flags of other nations have made no objection and have in every way, rendered their services to facilitate the officers in the performance of their duties. Why should a British steamer find cause for complaint when the Government here is acting wholly within their rights? If such insults are offered to Chinese officers in performance of their duties, then the blockade should be made even more more stringent and no vessels at all allowed to go up the West River. Whether the Captain of the "Tai Ming" recognises the Government of Kwangtung or not, as that Government is in *de facto* control here, it will be advisable for him to respect its regulations. *Canton Times.*

CRUELTY TO ANIMALS.

Local Society Being Formed.

As will be seen by our advertising columns to-day a Hongkong Branch of the Society for the Prevention of Cruelty to Animals is being formed, for which purpose a special public meeting has been called for Thursday afternoon next in the Boardroom of Messrs. Jardine Matheson and Co's offices.

The announcement will come as pleasant news to many and we trust that a large attendance will mark the inauguration of the movement—so highly necessary in this Colony. We understand that His Excellency the Governor has promised to become Patron of the Society and that Lady Stubbs has promised to assist in every way possible. The movement is being launched by one or two keenly interested residents, whose efforts are worthy of all the support possible. The work of the Branch will be mainly of an educational character.

KING'S RACING YACHT.

New and larger sails and a larger boom will be fitted on the King's racing yacht Britannia, alterations upon which have begun at Cowes. She will be tested in the Solent before leaving for the Clyde racing.

GOVERNOR OF KWANGSI.

Leaves Office Without Notice.

Unable to meet the demands of the Kwangsi militarists for money and fearing that his life would be in danger if no money was forthcoming, Li Cheng-seng, Civil Governor of Kwangsi, considered it best to evacuate and left the Yamen one night without giving any notice. He has not been seen since that night, and it is believed that he is now living peacefully in Hongkong.

The way he left the Yamen is fully reported in the vernacular press which state that the Governor's seal was found at his usual desk the next morning instead of having been locked up during the night. This is meant to show that the Governor had given up his office by offering the Governor's seal to the next successor. *Canton Times.*

MR. J. H. THOMAS AND HIS CRITICS.

No Answer Till Strike is Ended.

Mr. J. H. Thomas addressing the members of the Derby joint branches of the National Union of Railwaymen, said:—"I am going to speak exclusively upon the coal dispute and recent events in connection with the Triple Alliance," said Mr. Thomas, "and I am going to give a defence of my whole position, but for the present I am speaking entirely to my own members."

"A verbatim report of my speech will be taken and will be issued to the Press after this dispute is at an end, but until then no statement can be made, and I shall make no public answer to criticisms of myself."

Speaking to a Labour party May Day demonstration in Derby Mr. Thomas had made a resolve, in conjunction with his colleagues, that while the coal dispute lasted, no matter what abuse or misrepresentation he might be subjected to, he would not open his mouth in defence of his own position.

His position was open to the challenge of the ballot box, and if anyone imagined that he had forfeited the trust reposed in him he was quite prepared to have the issue settled in the only possible way.

THE IMPERIAL SILK CO.

The Japanese Imperial Sericulture and Silk Yarn Company is steadily purchasing raw silk on the market. Backed by the responsibility which the Government bears to the limit of ¥30,000,000, in case it suffers losses, it has borrowed ¥20,000,000 from the Industrial Bank. It is expected that this "special" bank will advance ¥10,000,000 more to the company, according to its request. For this loan, Industrial Bonds for the same amount will be issued under the surety of the Deposit Bureau. It is expected that no more loans will be advanced for the time being.

P. A. S. NEW QUARTERS. The Press Association has removed from 14, New Bridge-street, E.C., to Byron House, 85, Fleet-street, E.C.

J. T. SHAW

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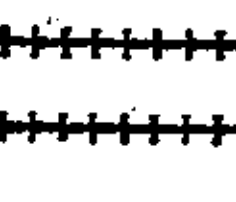
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CAMERA NEWS



A recent Tokyo fire destroyed about 700 homes, killed one, injured 60 and damaged property estimated at Y.5,000,000. A view of the devastated district.



Picture of Georges Carpentier, taken in Madrid, Spain, where he gave an exhibition bout recently. On his left the famous dancer Rosario Calzado, and on his right, Julia Fons, the Spanish actress. When he departed for Paris he was almost mobbed by admiring girls.



Here's the latest of Georges Carpentier. It was taken at Oran, Algeria, where the European heavyweight champion recently spent some time "warming up" to preliminary training for the coming world championship bout with Jack Dempsey. An Algerian official is greeting Georges.



This caricature of Mlle Cecil Sorel, famous Parisian actress, made her so angry that she went to the Salon des Humoristes in Paris, and ripped it to shreds. Right, a recent photo of Mlle Sorel.



Mr. Robert Smillie who has, despite ill health, been addressing miners during the present coal dispute.



Georges Carpentier, the famous French boxer, kicking off at a charity football match at Sheffield.



Barred from his mother's funeral service the former Crown Prince, wearing mourning, took part in services at Doorn.



School children in Bedfordshire, gave Mrs. Lloyd George this leek when she was electioneering there.

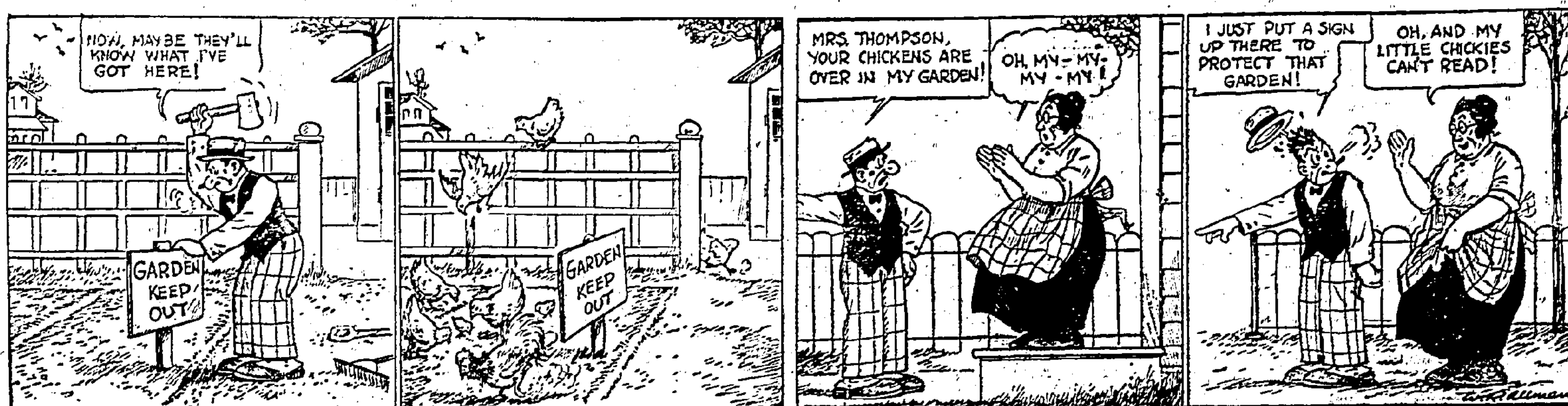


Colliery officials from the offices and underground staff photographed after doing a few hours stoking. These volunteers kept the pumps going.

DOINGS OF THE DUFFS

Mrs Thompson Gives An Alibi

BY ALLMAN



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BREMEN	LIVERPOOL	SOUTHAMPTON
BRUSSELS	LONDON	SHANGHAI
BUENOS AIRES	LUERNE	STOCKHOLM
CAIRO	MANCHESTER	TIENTSIN
CHRISTIANIA	MANILA	TORONTO
COBLENZ	MARSEILLES	VALPARAISO
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C. H. BENSON,
MANAGER,
Hongkong.

THE SHAW CASE.

Answer Filed by Defendants.

In connection with the suit for libel brought by Mr. G. L. Shaw, of Antung, against the former editor of The Far Eastern Review, Mr. Patrick Gallagher, and Mr. G. Bronson Rea, publisher of the journal, have filed separate answers in the U. S. Court.

In his petition, Mr. Shaw, it will be recalled, asserted that he had been held up to contempt and made to appear as an enemy to his own country. He claims damages to the extent of \$50,000 from each defendant. Counsel for plaintiff is Mr. S. Fessenden.

Mr. Gallagher alleges that the article complained of was a fair and true statement of circumstances attending Mr. Shaw's conduct as reported from various

sources, and adds that plaintiff's name was mentioned as a mere item of casual news. Mr. Gallagher's counsel are Mr. P. M. Linebarger and Mr. F. J. Schuhl. Through his solicitor, Mr. R. T. Bryan, Mr. Rea denies several allegations made in the petition. He says he was not in Shanghai when the article was written and maintains that its publication took place without his knowledge or consent.

In an affidavit filed by Mr. P. W. Cotton, the latter deposes that when he was about to sail for America it was a matter of frequent rumour that Mr. Shaw had been identified with the Korean independence movement. Mr. Cotton, who resided for some while at Harbin, further testifies that he conversed with plaintiff and the latter is said to have admitted that he had been connected with the Korean movement.

NOVEL WRAP OF TAFFETA.



The wrap illustrated suggests Victorian styles. It consists of changeable taffeta in red and green for the outer surface and blue taffeta for the lining. The bottom of the cape as well as of the cape collar, is turned up and gathered to form a scallop effect and show the contrasting color of the lining.

NEW NOTES IN OVERBLOUSE.



A low stand-up collar, a yoke, stitching and decorative pom-poms of wool form the new notes in this fetching overblouse. A colourful effect can be given by making the blouse rose or coral colour and the embroidery gray.

Vessels Arrived.

Vessel	Agents	From	Mooring
Ying Chow	R. & S.	Shanghai & Swatow	C. 18
Kangshing	R. & S.	Hongkong	A. 8
Hong Lee	R. & S.	Hongkong & Singapore	K. Dock
Tsao	R. & S.	Kobe & Amoy	B. 24
Kwong Sang	J.M. & Co.	Canton	B. 28
Eldridge	Admiral Line	Seattle & Manila	B. 32
Pawley	Admiral Line	Seattle & Manila	B. 36
Tjuelak	S. J. L.	Malacca & Manila	Taiwan Def.
Nikko M.	S. J. L.	Shanghai & Swatow	C. 33
Hsin Yang	C.M.S.N. Co.	Wakamatsu	
Shima M.	Suzuki & Co.		

Clearances.

Vessel	Agents	Where Bound	Departure
Doan Samuel	Kwong Ngan Seng	Bangkok	17th June
Nikko M.	N. Y. K.	Yokohama via Kobe	
Katori M.	N. Y. K.	Seattle via Manila	
Haibong	Douglas S.S. Co.	Seaboard via Swatow	
Taiyuan	R. & S.	Malacca via Manila	18th June
Tsao	R. & S.	Calcutta via Singapore	
Shima M.	Suzuki & Co.	Canton	

PORT INTELLIGENCE.

The following shipping and mail intelligence has been corrected to noon today—

Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Waiching	J.M. & Co.	Swatow	17th June
Taiyuan	B. & S.	Australia Ports	17th
Katori M.	N. Y. K.	Seattle	17th
Nikko M.	N. Y. K.	Japan	17th
Glenogle	J.M. & Co.	Hamburg	17th
Haibong	D.L. Co.	Seaboard	17th
Nippon	D.L. Co.	Seaboard	17th
Eldridge	Ad. Line	Seattle	17th
Onaka	B. & S.	Marseilles	18th
Yingchow	B. & S.	Tientsin	18th
Pawley	B. & S.	Newchwang	18th
Yusanz	J.M. & Co.	Shanghai	18th
Tsao	B. & S.	Singapore	18th
Tsao	B. & S.	Rangoon	18th
Kailong	B. & S.	Hankow	18th
Kailong	B. & S.	Bangkok	18th
Takada	P. & O.	Amoy	18th
Dunera	P. & O.	Bombay	18th
West Ivan	P. & O.	Seattle	19th
Glynn	Ad. Line	Singapore	20th
Lake Kaituma	Ad. Line	Singapore	20th
Shantung	B. & S.	Singapore	21st
Haiching	D.L. Co.	Seaboard	21st
Tango M.	N. Y. K.	Sydney	21st
Tango M.	N. Y. K.	San Francisco	21st
Mingang	J.M. & Co.	Swatow	21st
Taiyuan	J.M. & Co.	Holow	21st
Wm. Cameron	S. J. L.	San Francisco	21st
Tjuelak	S. J. L.	Japan	22nd
Pezang M.	N. Y. K.	Panama	22nd
Anchise	B. & S.	Tientsin	22nd
Haichow	Ad. Line	New York	22nd
Suzuki	Ad. Line	Japan	22nd
Torilla	P. & O.	Japan	22nd
Hozani M.	N. Y. K.	Pakhoi	22nd
Takawa	N. Y. K.	Amoy	22nd
E. Rasia	C.P.O.S.	Vancouver	22nd
Yokohama M.	N. Y. K.	Japan	22nd
Seochow	N. Y. K.	Shanghai	22nd
Pookang	J.M. & Co.	Calcutta	22nd

Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	Due Hongkong
Awa M.	N. Y. K.	Moji	17th June
Takada	P. & O.	Manila	18th
Takada	P. & O.	Singapore	18th
Dunera	P. & O.	Shanghai	18th
Lyonon	B. & S.	Singapore	18th
Yusanz	B. & S.	Singapore	18th
Pezang M.	N. Y. K.	London	21st
Torilla	N. Y. K.	Kobe	21st
Glenogle	J.M. & Co.	Europe	22nd
Kleini M.	N. Y. K.	London	22nd
Nile	C.M.C.	San Francisco	22nd
Shidzuka M.	N. Y. K.	Nobe	22nd
Shidzuka M.	N. Y. K.	London	22nd
Mikihama M.	N. Y. K.	London	22nd
Tambo M.	N. Y. K.	Bremen	22nd
Yokohama M.	N. Y. K.	Calcutta	22nd
Yokohama M.	N. Y. K.	Sydney	22nd

Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage to be Expires in by	Examination Date
Yingchow	Ad. Line	Hon Shan	June 24	July 17
Kailong	Ad. Line	Hon Shan	June 24	July 17

POST OFFICE NOTICES.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

INWARD MAILS.

From	Per	Due
Europe via Suez (Newspapers only London)		16th June
Shanghai	12th May	18th
Shanghai & North China		18th
Shanghai & N. China		18th
Straits, Bangkok, Calcutta & Aden		20th
Amoy, Straits & Bangkok		20th
Shanghai & N. China		21st
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Durban, Bombay & Aden		21st
Holow		21st
Swatow, Amoy & Hongkong		21st
Swatow & Amoy		21st
Swatow & Bangkok		21st
Shanghai & N. China		21st
Holow & Hongkong		21st
Holow, Pakhoi & Hongkong		21st
Swatow & Bangkok		21st
Swatow, Straits & Bangkok		21st
Philippine I., Australia & New Zealand via Thursday Island		21st
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A. & South America & Europe via S. Francisco		21st

OUTWARD MAILS.

For	Per	Date
*Shanghai & North China	Eldridge	Satur., 18 inst., 11 a.m.
*Shanghai & North China	Pawley	Satur., 18 inst., 11 a.m.
*Shanghai & N. China	Yusanz	Satur., 18 inst., 11 a.m.
Straits, Bangkok, Calcutta & Aden	Tanda	Satur., 18 inst., 11.30 a.m.
Amoy, Straits & Bangkok	Tanda	Satur., 18 inst., 1 p.m.
Shanghai & N. China	Yingchow	Satur., 18 inst., 5 p.m.
Straits, Bangkok, Ceylon, Mauritius, L. Marques, South Africa, India via Durban, Bombay & Aden	Dunera	Satur., 18 inst., 5 p.m.
Holow	Kam Yung Fat	Satur., 18 inst., 5 p.m.
Swatow, Amoy & Hongkong	Amakusa Maru	Satur., 18 inst., 5 p.m.
Swatow & Amoy	Takada	Satur., 18 inst., 5 p.m.
Swatow & Bangkok	Kailong	Satur., 18 inst., 5 p.m.
Shanghai & N. China	Kailong	Satur., 18 inst., 5 p.m.
Holow & Hongkong	Kailong	Satur., 18 inst., 5 p.m.
Holow, Pakhoi & Hongkong	Kailong	Satur., 18 inst., 5 p.m.
Swatow & Bangkok	Kailong	Satur., 18 inst., 5 p.m.
Swatow, Straits & Bangkok	Kailong	Satur., 18 inst., 5 p.m.
Philippine I., Australia & New Zealand via Thursday Island	Tango M.	Tues., 21 inst., 9 a.m.
Shanghai, N. China, Japan, Honolulu, Canada, U.S.A. & South America & Europe via S. Francisco	Tango M.	Tues., 21 inst., 9 a.m.

*Correspondence bearing vessel's name only.

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All descriptions of banking business transacted.
Interest allowed on Current Accounts, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.
American Bankers Association and Guaranty Trust Company of New York Travellers Cheques sold by us.
Payable throughout the world.

D. M. BIGGAR, Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$60,000,000.00
Paid up Capital 12,279,800.00
Reserve Funds 8,607,678.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central

Branches and Sub-branches all over China and Correspondents in Japan, New York, San Francisco, Singapore and Manila.

London Bankers—The National Provincial and Union Bank of England, Ltd.

The Guaranty Trust Company of New York.

The Irving National Bank, and the Equitable Trust Company of New York.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYER PEI, Manager.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE:—

No. 2, Queen's Road Central, HONGKONG.

Established 1910.

PAYED UP CAPITAL—\$2,000,000.00

RESERVE FUND—\$2,000,000.00

DIRECTORS:—

Mr. Pong Wai Tien, Chairman.

Mr. Kuo Ying Po, Mr. Kuo Ying Po.

Mr. Li Koon Chun, Mr. Li Koon Chun.

Mr. P. K. Kwok, Mr. P. K. Kwok.

Mr. Y. Chang Lok, Mr. Y. Chang Lok.

Mr. K. C. Chan, Mr. K. C. Chan.

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BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE

PACIFIC SHIPPING.



HOME VIA CANADA

Hongkong to England
via Shanghai, Nagasaki, (Moji) Kobe, Yokohama, Vancouver & Montreal

FROM HONGKONG	DATE	ATLANTIC STEAMERS	FROM CANADA	DATE
PACIFIC STEAMER	June 23	July 1	July 19	July 25
R. Russia	July 13	Aug. 6	Aug. 13	Aug. 19
E. Japan	July 21	Aug. 6	Aug. 13	Aug. 19
E. Asia	July 21	Sept. 5	Sept. 10	Sept. 16
R. Russia	Aug. 23	Sept. 5	Sept. 10	Sept. 16
Montevideo	Aug. 23	Oct. 11	Oct. 13	Oct. 21
E. Asia	Sept. 20	Oct. 11	Oct. 13	Oct. 21
E. Japan	Sept. 20	Oct. 11	Oct. 13	Oct. 21
R. Russia	Oct. 13	Oct. 31	Nov. 15	Nov. 22

Other Atlantic sailings every few days to Liverpool, London, Southampton, Glasgow, Antwerp & Havre.
Allotment of accommodation on these steamers is held in Hongkong. Through reservations made and tickets issued here. Early reservation necessary.

Three Trans-continental Trains Daily.
Standard Sleeping cars, Compartment & Drawing rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

CANADIAN PACIFIC OCEAN SERVICES, LTD.

Hongkong Office Telephone 752. Cable Address GAFCANAC.



HONGKONG TO SAN FRANCISCO

VIA SHANGHAI THE ISLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN"

Steamers	Leave Hongkong	Leave Shanghai	Leave Japan	Leave Honolulu
TENYO M.	22,000, June 21	1st PERSIA M.	9,000, July 20	
KOREA M.	20,100, July 1	TAIYO M.	22,000, Aug. 12	
SHINYO M.	22,000, July 16	SIBERIA M.	20,000, Aug. 27	

† Calling at Dairen. * Omitting Shanghai.

SOUTH AMERICAN LINE

HONGKONG TO VALPARAISO

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MULLENDO, ARICA & IQUIQUE

THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, LA PLATA, RIO DE JANEIRO

CHYO MARU July 19th. Cargo only.

GINYO MARU 16,500, Aug. 15th.

For full information regarding passengers, freight, and sailings apply to:-

Y. TSUTSUMI, Manager, King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton, Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

GREEN STAR LINE

Operating Far Eastern services for account of the UNITED STATES SHIPPING BOARD.

TO LOS ANGELES & SAN FRANCISCO (via HONOLULU)

† "WEST CARMONA" 21st June.

TO VANCOUVER & SEATTLE (via MANILA)

† "WEST IVIS" 25th June.

† Also, cargo accepted for Transhipment at San Francisco and or Seattle to weekly sailings for

NEW ORLEANS, SAVANNAH, NORFOLK, BALTIMORE

PHILADELPHIA, NEW YORK & BOSTON.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Points.

HONGKONG OFFICE - 1st Floor Powell's Building, 12, Des Voeux Rd. Tel. 3724.

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PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG

FOR NEW YORK & BOSTON.

STEAMERS. SAILING DATE.

"ROBERT DOLLAR" ... VIA SUEZ ... JULY 10TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR Co.
GENERAL POST OFFICE BUILDING TEL. 792.
THIRD FLOOR 795.



Operating following U.S. Shipping Board Steamers.
PASSENGER & FREIGHT SERVICE.

For VICTORIA, B.C. & SEATTLE.

Calling Shanghai, Kobe and Yokohama.

From Hongkong	Arrive Seattle
S.S. Eldridge (Freight only) ... June 17	July 25
Silver State ... Aug. 13	Sept. 2
Keystone State ... Sept. 2	Sept. 22
Wenatchee ... Oct. 2	Oct. 22

FOR PORTLAND DIRECT.

Calling Shanghai, Kobe & Yokohama.

S.S. Coaxet. ... July 22.
Through Bills of Lading issued to Overland common points
Passengers and Freight Particulars.

THE ADMIRAL LINE

Telephones 2477 & 2478. 5th Floor Hotel Mansions.

THE ADMIRAL LINE

PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

"GLYMONT" ... Sailing June 20.
"CADARETTA" ... Aug. 3.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

"LAKE FARRAR" ... Sailing June 20.
"LAKE ONAWA" ... Aug. 3.

OPERATED FOR ACCOUNT OF U.S. BOARD.

OFFICES

5th Floor Hotel Mansions. PASSENGER OFFICE.
Tel. 2477 & 2478. Queen's Bldg. 2, Ice House St.

SERVICE TO UNITED STATES.

FOR NEW YORK and BOSTON.

S.S. SURUGA ... June 22nd.
S.S. BELLFLOWER ... July 15th.

For freight space and particulars apply to:-

BARBER STEAMSHIP LINE INC.,

THE ADMIRAL LINE

AGENTS.

Telephones 2477 & 2478. 5th floor, Hotel Mansions.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

(Royal Packet Navigation Co. of Batavia)

THE STEAMSHIP:

"VAN CLOON"

will be despatched to
Singapore, Belawan-Deli direct.
28th of June.

This vessel offers excellent cabin-accommodation for saloon passengers.

Single and double cabins.
Wireless Telegraphy.

For freight and passage apply to:

JAVA-CHINA-JAPAN LYN,

Telephone No. 1574.

Agents.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Kilmer & Bucknall S. S. Co., Ltd.)

FOR BOSTON & NEW YORK.

Sailings from Hongkong.

"DEUCALION" ... via Suez Canal ... 5th July.

"CITY OF NORWICH" ... via Suez Canal ... 15th July.

Calls at Boston.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.
HONGKONG & CANTON REISS & CO. CANTON.

VERNEEIGDE NEDERLANDSCHE SCHEEPVAART MAATSCHAPPIJ.

(United Netherlands Navigation Company)

HOLLAND-OOST AZIE LIJN

(Holland East Asia Line)

(Members of the Straits, China and Japan Conferences.)

Regular monthly service between

Japan ports, Shanghai, Hongkong and Manila
and
Amsterdam, Rotterdam, and Hamburg, Bremen

Steamers	Loading	For	Sailing
ALCHIBA	June	Amsterdam & Hamburg	26th June.
BRIELLE	July	Rotterdam & Hamburg	26th July.
RADJA	August	Amsterdam & Hamburg	15th Aug.
TJIMANOEN	September	Rotterdam & Hamburg	15th Sept.

For full particulars please apply to

JAVA CHINA JAPAN LYN

General Agents,

York Building.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:-

Matsud Ryosaburo, from Kobe.

Paramore Hwahyih Elbmung, from Shanghai.

Hirajisaku No. 3 Hip Street, from Miyazu.

Madame Poulson, s.s. Andrelet, from Shanghai.

Yamagatachowa Jippoonryoji, from Hankow.

Uss Albany, from Shanghai.

Cheongsing, from Hankow.

Huekungui, 135 Desvieux Road West, from Peking.

Fookyuen Fatting Street, from Hankow.

Register Address 1935, from Tientsin.

Kwangfongwoo Wenyeikai (2), from Shanghai.

Register Address 622, from Shanghai.

Wangcheong, from Kobe.

Suenchonghai, from Shanghai.

Kwongsangchong, from Tsingtau.

Dailoy, from Shanghai.

Leongwanbow 11 Hingborn Road, from Shanghai.

Kwongtung Kinkung Fungcook Nanpakhong Street, from Peking.

TH. KRING, Superintendent, Hongkong, June 16, 1921.

Superintendent, Hongkong, June 16, 1921.

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Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	19 June 10 a.m.	S'pore, Colombo & B'bay.
DELTA	8,000	25 June 7 a.m.	M'lae, London & Antwerp.
SYRIA	7,000	23rd July	M'lae, London & Antwerp.
DILWARA	5,400	9th July	S'pore, Colombo & B'bay.

BRITISH INDIA-APCAR SAILINGS (South)

TANDA	6,955	18 June 1 p.m.	Calcutta via Singapore.
TAKADA	6,949	23rd June	Penang & Rangoon.

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,500	27th June	Melbourne via Sandakan.
KANOWNA	7,000	25th July	Thameside, Townsville, Brisbane and Sydney.

SAILINGS TO SHANGHAI & JAPAN.

TAKADA	7,000	19th June	Swatow & Amoy.
TORILLA	5,200	22nd June	Shanghai & Kobe.
SYRIA	7,000	28th June	Shanghai & Japan.
DILWARA	5,400	27th June	Shanghai only.
KALYAN	9,000	3th July	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 2 1/2 ft. x 1 1/2 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Voeux Road Central. Agents.

N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Keelung, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU (Omitting Keelung) Friday, 17th June, at 11 a.m.

KASHIMA MARU (Omitting Manila) Tuesday, 13th July, at 11 a.m.

SUWA MARU Friday, 29th July, at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

SHIZUOKA MARU Friday, 24th June, at 11 a.m.

KAGA MARU Friday, 8th July, at 11 a.m.

HAMBURG, MARSEILLES, LONDON & ROTTERDAM.

LIVERPOOL & MARSEILLES via Suez.

TSUYAMA MARU First half of July.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Tuesday, 21st June, at 11 a.m.

NIKKO MARU Tuesday, 19th July, at 11 a.m.

NEW YORK VIA PANAMA.

TOBA MARU Friday, 24th June.

TAKETOYO MARU Beginning of July.

SOUTH AMERICAN PORTS via Cape.

AWA MARU Sunday, 19th June.

BOMBAY & COLOMBO via Singapore.

CALCUTTA MARU Tuesday, 28th June.

CALCUTTA & RANGOON via Singapore & Penang.

PENANG MARU Wednesday, 22nd June.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU Friday, 17th June, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU Thursday, 16th June.

YOKOHAMA MARU Thursday, 23rd June, at 11 a.m.

For further information apply to— NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 291. S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.



Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on	Will leave on	For
Tjisalak	Java	in port	23rd June	Japan
Chilidar	Java	in port	27th June	Java
Tjibodas	China Ports	7th July	19th July	Java

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on	Will leave on	For
Tjisondari	Java	End of June	1st San Francisco.	

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574.

York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.

Regular Sailings to NEW YORK and/or BOSTON.

Via Suez or Panama Canals at Owner's Option.

LYDD TRIESTINO.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

FIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "NIPPON" Sailing on or about 17th June.

FOR SHANGHAI.

S.S. "CILICIA" Sailing End of July.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service to

South African Ports from Calcutta & Colombo.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD.

Telephone 1030.

Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
TAIWAN	In Hongkong	17th June, at 3 p.m.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO. LTD.)

JAPAN, CHINA & STRAITS

TO UNITED KINGDOM & CONTINENT.

Steamers. Sailing
LONDON, GLASGOW, ROTTERDAM & HAMBURG. "City of Brisbane" 10th July

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Due Hongkong.
M.V. "GLENVAY"	22nd June.
"GLENLUCE"	25th June.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
M.V. "GLENOGLE"	24th June	LOND N ROTTERDAM & H'BURG.
"GLENLYLE"	5th July.	GENOA, LONDON & HULL.
"GLENLUCE"	15th July.	LONDON ROTTERDAM & H'BURG.

Movements are subject to change without notice.

For freight or further particulars please apply to—

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 215, sub-ex. 23 and 3595

CHINA-AUSTRALIA MAIL S.S. LINE.

For AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 30th June.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Tel. 3197.

113, Connaught Road Central.

COASTAL SHIPPING:

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI	Yusang	Sat., 18th June at noon.
HAIPHONG via Hoihow	Taksang	Tues., 21st June at 8 a.m.
BANGKOK via Swatow	Mingsang	Tues., 21st June at 10 a.m.
STRAITS & Calcutta	Fooksang	Thurs., 23rd June at 3 p.m.
TIENTSIN	Cheongsing	Fri., 24th June at 4 p.m.
KOBE & Shanghai	Laisang	Wed., 29th June at 4 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore; Return, from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Dahu.

TIENTSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by four steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "FOOKSANG" will be despatched on or about Thursday, 23rd June, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SHANGHAI & TSINGTAO	Yingchow	18th June at 4 p.m.
NEWCHANG	Paoting	18th June at 4 p.m.
AMOI & SINGAPORE	Tean	18th June at 2 p.m.
H'HOW, PHOI & H'PHONG	Kailong	19th June at 9 a.m.
SWATOW & BANGKOK	Kalgan	19th June at 10 a.m.
SHANGHAI & FUKUO	Shanlung	21st June at noon.
WWEI, CHEFOO & TSIEN	Muichow	22nd June at 4 p.m.
SHANGHAI	Soochow	23rd June at noon.
SHANGHAI & TSINGTAO	Suiyang	25th June at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidst Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow. For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong June 16, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	W. G. Passmore	FRI. 17th June at noon.
Haihing	A. H. Stewart	TUES. 21st June at noon.
Haihong	W. Couper	FRI. 24th June at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

(The South Sea Mail S.S. Co., Ltd.)

Regular freight and passenger service between

JAPAN HONGKONG & JAVA.

Sailings subject to alteration.

FOR JAVA.

Ports of call—Batavia, Samarang, Sourabaya, Macassar and Bali Japan.

S.S. "Cheribon Maru" Sailing on or about 4th July.

FOR JAPAN.

Ports of call—Mojji, Kobe, Osaka and Yokohama.

S.S. "Macassar Maru" Sailing on or about 26th June.

S.S. "Samarang Maru" Sailing on or about 17th July.

All steamers have excellent passenger accommodation, and are fitted with Electric Light, Fans, and Wireless Telegraph.

For further particulars please apply to—

K. SUZUKI,

Manager.

No. 5, Queen's Road Central.

SHIPPING NEWS.

N.Y.K. ENTERPRISE
The Nippon Yusen Kaisha has been negotiating with the Yokohama Dock Company to purchase.

SHIPBUILDING IN OSAKA.

Heavy depression still prevails in Osaka shipbuilding circles. Osaka Shipbuilding Yard has already closed its doors. The Okamoto Shipbuilding Yard has suspended work, with a steel ship (1,300 tons) half completed. SHIPBUILDING TRADE UNION'S MEMBERSHIP.

It is said on fairly good authority that some of the trade unions in the shipbuilding and engineering industries at Home are by way of feeling a draught in a mysterious decrease in their membership. Shipping and Engineering.

SEA TRANSPORT OF COAL.

Depressed as trade continues, coal still plays an important role, so far as overseas shipments are concerned. Recently the Taiyo Kaifu Kaisha and the Kokusai Kaifu Kaisha entered into agreements for the running of the Yomei-maru, Yonan-maru, and Yusei-maru between Kyushu and Singapore and between Newcastle and Japan for the transportation of coal. The Taiyo Kaifu Kaisha seems to have made an agreement to allow the Keishu-maru to ply between Java and Dairen or Kyushu in order to convey coal. The Shinan-maru and the Taibo-maru are also under orders to carry coal from Yakamatsu to Shanghai, the freight rate being Y2.35.

NEWCHANG TONNAGE.

Brisk trade with the coast ports, particularly with Shanghai was a feature of the shipping in 1920. The total number of vessels entered and cleared under General Regulations was 914, aggregating 777,532 tons, as against 950 vessels, totalling 830,446 tons, during the previous year. This shortage may be accounted for under the Japanese flag, which fell off to the extent of 192,730 tons. The tonnage under the British flag, however, shows a considerable increase—an indication that the British shipping traffic is recovering from the effects of the war. Under Inland Steam Navigation Rules, the number and tonnage of vessels entered and cleared was 400, aggregating 149,352 tons.

SHANGHAI FREIGHTS.

Messrs. Wheelock & Co. Shanghai, in their circular of 2nd. June, say: "The situation in our outward freight markets is as follows: To United Kingdom and Continent—The recent reductions in the rates of freight homewards do not appear to have brought about any increase in the bookings so far and the bar is remains quiet. To United States via Pacific and via Panama and Suez—Things are stagnant across the Pacific and not much better via the Canal routes, where there are still a certain amount of skins and a little general cargo going forward at greatly reduced rates. Coastwise—This market has continued dull during the past fortnight, but there are slight signs of an improvement setting in, as there is a certain amount of enquiry from the North and river ports, although only in small quantities as yet.

DAIREN'S SHIPPING.

The year 1920 recorded a slight retrogression of the port's trade, which had advanced with long strides during the war and showed a record prosperity in the year 1919. The total entrances and clearances of shipping under General Regulations amounted to 5,084 vessels, with a registered tonnage of 5.31 million tons, as against 4,955 vessels, aggregating 4.77 millions, in 1919. The shipping under the American and Chinese flags increased considerably. The number of Japanese steamers declined heavily, but the aggregate tonnage diminished but slightly. Owing to the resumption of services of European steamers and to the activity of American shipping, ocean tonnage was abundant and freights dropped continually throughout the year. The Admiral Line has opened a regular cargo service to and from Seattle; the O.S.K. Hongkong-Japan-Tacoma liners now call regularly at the port; the same company's Japan-Europe liners, the N.Y.K. European cargo boats and the T.R.K. trans-Pacific vessels are also now making Dairen a port of call. The chief reason for these Japanese steamers using Dairen is, of course, on account of the bunker coal facilities, but their advent will also greatly foster the foreign trade of the port.

